



MISSOURI
DEPARTMENT OF
NATURAL RESOURCES



2006 Annual Report

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Prepared By

Missouri Department of Natural Resources
Division of Environmental Quality
Air Pollution Control Program

2006 Gateway Clean Air Program Annual Report

Reports and Data Required by Federal Rule

Reports below are in the order of federal regulation. Federal requirements are in bold type and the Missouri Department of Natural Resources' response follows each requirement. Responses that are data tables will be found in the Attachments.

Note that tables are from the automated tracking system for the Gateway Clean Air Program called Data Record Access. The tables may contain several types of data and each may meet more than one federal record-keeping requirement.

TITLE 40--PROTECTION OF ENVIRONMENT

CHAPTER I--ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER C--AIR PROGRAMS

PART 51--REQUIREMENTS FOR PREPARATION, ADOPTION, AND SUBMITTAL OF IMPLEMENTATION PLANS

SUBPART S--INSPECTION/MAINTENANCE PROGRAM REQUIREMENTS

§ 51.366 Data analysis and reporting.

Data analysis and reporting are required to allow for monitoring and evaluation of the program by program management and EPA, and shall provide information regarding the types of program activities performed and their final outcomes, including summary statistics and effectiveness evaluations of the enforcement mechanism, the quality assurance system, the quality control program, and the testing element.

- (a) *Test data report.* The program shall submit to EPA by July of each year a report providing basic statistics on the testing program for January through December of the previous year, including:**

The following responses cover data gathered from January through December 2006.

- (1) The number of vehicles tested by model year and vehicle type;**

See Attachment 1 – Pass/Fail Test Results by Model Year and Vehicle Type Reports. There is one report for all test stations. Stations 1-10 are enhanced stations, stations 11-16 are basic stations, and stations 29, 97, and 98 are RapidScreen payment processing stations.

- (2) By model year and vehicle type, the number and percentage of vehicles:**

(i) Failing initially, per test type;

See Attachment 2 – Initial and Reinsp Pass/Fail Test Results by Model Year, Vehicle Type, and Test Type Report. There is one report for the entire I/M area. Note: 1996 and newer model year vehicles in the enhanced I/M area are tested with an OBD test. 1981 to 1995 model year vehicles in the enhanced I/M area are tested with IM240 equipment. If they cannot be safely tested on the IM240 equipment, then they are tested with a two-speed idle test. All vehicles in the basic I/M area are tested with a single-speed idle test.

(ii) Failing the first retest per test type;

See Attachment 3 – Initial Reinspection Idle Emissions Failed and Initial Reinspection Transient Emissions Failed Reports. There is one idle report for the entire I/M area and one transient report for the enhanced I/M area.

(iii) Passing the first retest per test type;

See Attachment 4 – Initial Reinspection Idle Emissions Passed and Initial Reinspection Transient Emissions Passed Reports. There is one idle report for the entire I/M area and one transient report for the enhanced I/M area.

(iv) Initially failed vehicles passing the second or subsequent retest per test type;

See Attachment 5 – Multiple Reinspection Idle Emissions Passed and Multiple Reinspection Transient Emissions. There is one report for the entire I/M area and one transient report for the enhanced I/M area.

(v) Initially failed vehicles receiving a waiver; and

See Attachment 2 – Initial and Reinsp Pass/Fail Test Results by Model Year, Vehicle Type, and Test Type Report and Attachment 6 – Waiver Report. There is one report for the entire I/M area.

In 2006, 1,496 vehicles received a waiver out of 49,047 initially failed vehicles, for a waiver rate of 3.05 percent.

(vi) Vehicles with no known final outcome (regardless of reason).

No queries were run during 2006 that quantified the number of unique vehicles emission tested in 2006 without a record of a passing inspection or a waiver.

However, the Department did initiate an investigation into the production and distribution of fraudulent Vehicle Test Reports that lasted from December 2005 until April 2006. The department coordinated its investigation with the Missouri Department of Revenue, the EPA's Criminal Investigation Division and the US District Attorney's office in St. Louis. That investigation revealed that, over the past two years, approximately 4,000 motorists had paid a small network of individuals to produce high-quality fraudulent Vehicle Test Reports (VTRs) that were used to register their vehicles illegally.

The individual responsible for producing these fraudulent certificates was arrested while in the process of perfecting his fraudulent VTR design to match the department's redesigned VTR. In addition to printing fraudulent vehicle test reports, he was also responsible for printing counterfeit temporary tags for used vehicles, fake insurance cards, paycheck stubs, and license plate renewal stickers. He was prosecuted and sentenced to prison for one year and one day, in addition to paying a \$10,000 fine. The primary re-seller of the fraudulent certificates was sentenced to four years of supervised probation, six months home confinement and a \$5,000 fine. In addition, three more re-sellers were put on probation for their crimes. The three re-sellers operated a small, shade tree mechanic shop in St. Louis and were selling the certificates and insurance cards.

This case placed renewed emphasis on the design of the next vehicle emissions inspection program. The Missouri General Assembly included within the I/M statutes a requirement for real time electronic data sharing between the state's data management contractor and the Department of Revenue fee offices. This system will be used to ensure that the registration verification system is paperless and resistant to certificate fraud.

Once this counterfeit ring was disbanded, the department initiated an effort to contact the owners of vehicles that had been tested in September 2003 and not seen again in September 2005, but were shown as registered with DOR in the St. Louis area in October 2006. 221 certified letters were mailed to vehicle owners on January 5, 2007. All but 30 recipients replied within 60 days and submitted reasons that the vehicle was not inspected or provided copies of the most recent inspection. Due to limited resources during the rest of 2007 due to the startup of the next vehicle emissions inspection program, no further letters have been mailed.

(vii)-(x) [Reserved]

(xi) Passing the on-board diagnostic check;

(xii) Failing the on-board diagnostic check;

(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);

- (xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);**
- (xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);**
- (xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);**
- (xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);**
- (xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);**

For reporting requirements (xi) - (xviii), see Attachment 7 – Enhanced Area OBD II/ Tailpipe/Gas Cap Test Correlation by Model Year and Vehicle Type and Basic Area OBD II/BAR 90/Gas Cap Test Correlation by Model Year and Vehicle Type Reports. Note: The data in the Enhanced Area OBD II/Tailpipe/Gas Cap Test Correlation by Model Year and Vehicle Type Report reflects OBD information gathered under EPA’s 2001 OBD rulemaking. The OBD test is still advisory-only in the basic I/M area. The data presented in the Basic Area OBD II/BAR 90/Gas Cap Test Correlation by Model Year and Vehicle Type Report reflects OBD information gathered under EPA’s 1998 OBD rulemaking requirements.

Both reports show that the Gas Cap Pressure Test identified vehicles with failing gas caps that the OBD test did not identify. However, the number of vehicles with failing gas caps was quite small, averaging 2.23 percent of the OBD tested vehicles.

- (xix) MIL is commanded on and no codes are stored;**
- (xx) MIL is not commanded on and codes are stored;**
- (xxi) MIL is commanded on and codes are stored;**
- (xxii) MIL is not commanded on and codes are not stored;**
- (xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;**

For reporting requirements (xix) - (xxiii), see Attachment 8 – Enhanced Area OBD II MIL vs. Codes and Readiness and Basic Area OBD II MIL vs. Codes and Readiness Reports. Note: The data in the Enhanced Area OBD II MIL vs. Codes and Readiness

Report reflects OBD information gathered under EPA's 2001 OBD rulemaking. The OBD test is still advisory-only in the basic I/M area. The data presented in the Basic Area OBD II MIL vs. Codes and Readiness Report reflects OBD information gathered under EPA's 1998 OBD rulemaking requirements.

In 2006, the overall average enhanced I/M area readiness monitor reject rate was 5.30 percent. However, after vehicle repairs were made, readiness monitor reject rate was as high as 45 percent on vehicles receiving four or more retests. The key on, engine on (KOEO) bulb check failure rate was 5.00 percent. In 2006, the basic I/M area had a MIL commanded on with codes stored advisory failure rate of 8.46 percent.

(3) The initial test volume by model year and test station;

(4) The initial test failure rate by model year and test station; and

For reporting requirements (3) and (4), see Attachment 9 – Initial Pass/Fail Test Results by Model Year and Vehicle Type, Initial Failure Rate by Model Year and Vehicle Type and Initial Inspection Test Results by Station Reports.

(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOx (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions test.

Since the implementation of OBD phase-in testing in January 2003, the department's contractor has been unable to provide this report to the department.

(b) *Quality assurance report.* The program shall submit to EPA by July of each year a report providing basic statistics on the quality assurance program for January through December of the previous year, including:

(1) The number of inspection stations and lanes operating throughout the year:

(i) Operating throughout the year;

The Gateway Clean Air Program station network consists of ten enhanced test stations with a combined total of 35 lanes and two basic test stations in Franklin County with a combined total of six lanes. In addition to these 41 permanent test lanes, two mobile testing units rotate each week between six sites in Franklin County.

The Gateway Clean Air Program RapidScreen network consists of five RapidScreen vans rotated among at least 50 sites throughout the reporting period.

(ii) Operating for only part of the year;

Except for lane closures for mechanical problems, no station or lane was operated for only part of the year. However, lanes that were actually operational may not have been used during days with low-test volumes of vehicles presented for testing. During days with low-test volumes, lanes were opened and operated as test volume dictated.

A few station closures due to weather-related incidents did occur. For example, due to heavy winds, a few stations suffered electrical power outages. In addition, the mobile testing units in Franklin County were occasionally closed due to tornado warnings, severe thunderstorms, severe windchills (-25 °F), heat indices (+100 °F) or hazardous road and testing area conditions.

(2) The number of inspection stations and lanes operating throughout the year:

(i) Receiving overt performance audits in the year;

153 overt audits of both enhanced and basic test facilities were performed in 2006. Station management staff was audited in most stations. Lane staff in all stations and mobile vans was audited during the reporting period.

The overt personnel audits:

- Are customer-oriented and primarily look at Station Operation from the perspective of Lane Inspector Proficiency in both test procedure performance and customer service;
- Assess Station Management proficiency regarding interactions with and information provided a customer when the vehicle fails the test as well as applying for a waiver;
- Are public relations focused from the perspective staff appearance, uniform compliance and adherence to established safety protocols;
- May be triggered by customer complaints that often are tied to misperceptions or misunderstandings about the test process;
- May be performed to validate test refusals due to mechanical concerns with a vehicle unable to be tested; and,
- Provide opportunities for department outreach to the public and assurance that lane performance is as it is supposed to be.

The overt operations audits:

- Are customer-oriented and primarily look at complete lane operations with a focus on the interactions:
 - between each of the lane inspectors involved in the testing of a vehicle;
 - between the lane inspectors and management when applicable; and,
 - between station staff and a citizen;

- Verify established policies and procedures are distributed and being adhered to by station staff system wide;
- Verify Station Management comply with rules, policies and procedures regarding damage claims, test refusals and approved alternate testing, and waiver acceptance and refusal;
- Provide opportunity for visual observation of equipment condition and the proper usage of same;
- Verify program management and station management comply with policies and requirements regarding hiring, training and staff review; and,
- May address specific issues or concerns raised by the public, state staff or legislators.

(ii) Not receiving overt performance audits in the year;

None. All stations received overt performance audits during this period.

(iii) Receiving covert performance audits in the year;

88 covert audits were performed on the enhanced and basic test stations (including the mobile vans) and the RapidScreen vans. Covert audits were performed in each lane of the test facilities throughout the year, but surveillance and video review also were utilized to assess a test station's operations.

Station covert performance audits:

- Are customer-oriented with a focus on Station Management and Lane Inspector proficiency in both test procedure performance and customer service;
- May be triggered by customer complaints that often are tied to misperceptions or misunderstandings about the test process;
- Provide opportunities for department staff to listen to citizen concerns and observe lane staff interaction with the testing public;

Station surveillance audits:

- Involve department staff reviews of videotapes, which are recorded daily for each lane at the enhanced stations, for the purpose of:
 - investigating customer complaints;
 - investigating concerns raised by Data Record Access reviews; and,
 - observing overall station operations, staff performance and test compliance.
- Involve remote surveillance of the operations of all test facilities and the Franklin County mobile emission test vans.

RapidScreen van covert performance audits:

- Are public relations oriented with a focus on van compliance with the location and time schedule posted weekly for public access;

- Verified that vehicle test data had been collected through visual observation of the database. For more information about the RapidScreen van audits, see Volume III of this report.

Department staff also called the toll-free information line to audit both the message being delivered and the operator's knowledge as judged by responses to questions similar to those asked by citizens. Random checks of the toll-free information line were performed.

Quality Assurance audits, both overt and covert were performed when motorists questioned the test process or perceived problems at the station. State staff both physically audited the test process and utilized contractor management to provide the motorist quality assurance. The majority of these audits confirmed the management and lane staffs were performing the test procedure correctly, and that it was the motorist's perception of what occurred that led to their concern or complaint. Managers and lane staff were verbally informed of any procedural or customer service issues found to be in their control. The Operation Manager who oversees all of the stations for the contractor was also informed of any outstanding issues with station staff performance of the test process, document requirements, and customer service and responded with appropriate policy guidelines and staff training.

The Quality Assurance audit staff utilized many sources of information in preparation to conduct covert auditing. Audit staff review of citizen comment forms, discussions about daily phone calls, video tape reviews and test data queries assisted them in determining where, when and how to conduct the audit.

The section utilizes staff knowledge, information systems (AllData), and resources within the repair community, including designated "Investigative Diagnostic" repair facilities to provide technical assistance to those involved in the program in lieu of a state operated technical service center.

(iv) Not receiving covert performance audits in the year; and

None. All stations received some form of covert performance audit.

(v) That have been shut down as a result of overt performance audits;

None. Station staff complied with federal, state and contractual requirements when performing the emission test .

(3) The number of covert audits:

(i) Conducted with the vehicle set to fail per test type;

(ii) Conducted with the vehicle set to fail any combination of two or more test types;

In response to reporting requirements (i) - (ii), department audit staff were unable to perform covert audits using vehicles set up to fail the IM240 emission test. There were instances of the department's vehicle failing an emissions test. There were 25 covert audits using a vehicle that failed the OBDII test. In all instances, lane staff and management were observed performing the necessary test and tamper inspections and customer service procedures established by the EPA, the state and the contractor.

The two vacant motor mechanic positions needed to perform the vehicle staging aspects of covert auditing were cut from the department's budget during the 2004 legislative session. However, department staff were able to compromise some covert vehicles ability to pass the test by disengaging or disconnecting emission components.

(iii) Resulting in a false pass per test type;

(iv) Resulting in a false pass for any combination of two or more test types;

In response to reporting requirements (iii) - (iv), no false passes were received during covert audits performed on non-department vehicles owned by St. Louis Regional Office staff of other government agencies. Covert vehicles that were tested at multiple stations in one day documented the emission test equipment was accurate as all test results were within statistical variance.

(v)-(viii) [Reserved]

(4) The number of inspectors and stations:

Note: Reporting requirements (4) through (7) apply primarily to decentralized, or test and repair, I/M programs, while the Gateway Clean Air Program is a centralized, or test only, I/M program. Because the department has a contract with one company that operates all of the testing stations, the department does not take action against specific inspectors or individual stations. Instead, the department works with the contractor to assess, address, and resolve all issues revealed during quality assurance audits. That said, the department has responded to reporting requirements (4) through (7) as they apply to the Gateway Clean Air Program.

(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;

The covert audits conducted by the department did not result in any stations from being prohibited from testing. The department's assessment of station staff was used by the contractor as additional cause for retraining, suspension, or termination.

(ii) That were suspended, fired, or otherwise prohibited from testing for other causes; and

The department provided monthly reports regarding auditor findings. This information prompted the contractor to take personnel action against an employee appropriate to the issue. The contractor agreed to take action against employees who auditors and station management found were interacting with citizens in an inappropriate or unprofessional manner. Other causes for action to be taken included, but were not limited to, discourtesy to customers or audit staff, incorrectly following station operation procedures and policies, and failure to follow guidelines regarding vehicle testing, alternate test authorizations, waiver documentation or other paperwork. In most cases, the contractor provided retraining for these employees. In a few cases, station staff was fired by the contractor.

(iii) That received fines;

The department cannot fine inspectors or stations. Instead, the department asks the state's contract officer, known as the Buyer of Record, to assess liquidated damages for excursions from the requirements of the contract.

(5) The number of inspectors licensed or certified to conduct testing;

In total, ESP Missouri employed a total of 340 station staff for between 135 and 165 positions during the seventh year of operation. The number of inspectors, overall and at individual stations, varied considerably throughout the reporting period. The nature of the work, the pay scale offered, and the seasonal variation in vehicle registration rates lead to employee turnover. Busy periods and adverse weather occasionally corresponded with high number of station staff resignations. The contractor ran bi-monthly training sessions during the reporting period to recruit new staff and maintain contractor established optimum staff levels.

The department does not currently license or certify the emission test facility management staff or inspectors. The contractor is required to employ and train individual inspectors. The department has approved the training program contents and duration of training, specific to the job (Station Managers, Lead Lane Inspectors, and Lane Inspectors). Department staff attended training courses to ensure compliance with the contract and department goals. Employees successfully completing classroom and in-lane IM240 trace driving training and practice became certified lane inspectors.

(6) The number of hearings:

(i) Held to consider adverse actions against inspectors and stations; and

(ii) Resulting in adverse actions against inspectors and stations;

The department did not hold formal hearings for violations noted by auditors. When violations of contract, rule, or test procedures are noted by the department, station and contractor management are notified. The contractor takes the disciplinary action they feel is appropriate against any employee not following test procedures, company policy or contract guidelines.

The department does have the authority to request retraining or dismissal of employees found to not be following policies and procedures established by the contractor. The department did recommend some staff be provided additional training or be retrained, but did not make any requests for dismissal during the reporting period.

(7) The total amount collected in fines from inspectors and stations by type of violation;

The department does not collect fines from individual inspectors or stations for contractual violations. Instead, liquidated damages are sought from the contractor as described in section (4) (iii) above. No liquidated damages were collected during the reporting period.

(8) The total number of covert vehicles available for undercover audits over the year; and

There were six (6) department owned vehicles used to perform covert audits this reporting period. The vehicle model years allowed audits of both the tailpipe and gas cap testing and the OBDII computer testing to be performed.

(9) The number of covert auditors available for undercover audits.

During this reporting period, the department employed four (4) Environmental Specialists to perform covert audits on operations at the stations.

(c) *Quality control report.* The program shall submit to EPA by July of each year a report providing basic statistics on the quality control program for January through December of the previous year, including:

(1) The number of emission testing sites and lanes in use in the program;

The Gateway Clean Air Program station network consists of ten enhanced test stations with a combined total of 35 lanes and two basic test stations in Franklin County with a

combined total of six lanes. In addition to these 41 permanent test lanes, two mobile testing units rotate each week between six sites in Franklin County. The Gateway Clean Air Program RapidScreen network consists of five Rapid Screen vans rotated among at least 50 sites throughout the reporting period.

Other than unpredicted closures due to mechanical failures or weather incidents, lanes that were actually operational may not have been used during days with low test volumes of vehicles presented for testing. During days with low test volumes, lanes were opened and operated as test volume dictated.

(2) The number of equipment audits by station and lane;

There were 76 emission test equipment audits performed on 10 enhanced stations, two basic stations, 2 mobile vans and 5 RapidScreen vans. These audits:

- Are analytical and mechanical equipment performance oriented;
- Can be focused on a particular aspect of the emission testing equipment or related ancillary devices, such as the dyne, weather station, or gas cap pressure test system;
- Utilizes research done by department staff using station calibration reports, test data, or the contractor's repair request notification system to focus on particular concerns;
- Ensure station management performed the start up and scheduled calibration procedures correctly;
- Determine if the contractor is reporting and addressing problems with equipment per agreed upon guidelines;
- Verify changes made to lane software do not compromise the quality or integrity of any aspect of the emission tests;
- Validate changes or modifications to lane equipment did not compromise the quality of the emission test provided;
- Result in a lane lockout due to dyne or analyzer failure only after audit staff have performed an initial failed audit, an auto-calibration, and then a retest that also fails;
- Result in a lane lockout due to test component concerns where there were no replacement parts immediately available, or the replacement part(s) also failed the audit;
- Result in a RapidScreen equipment or analyzer lockout only after audit staff have performed initial failed audit, an auto-calibration, and then a retest that also fails.

Department auditors routinely audit software. They assist in development of acceptance test procedures, participate in acceptance testing on all software versions released during the calendar year. They provide approval or request additional modifications as appropriate.

**(3) The number and percentage of stations that have failed equipment audits;
and**

There are over forty-five (45) individual processes or components involved in a single lane audit. A failure of one or more of these would cause a lane to fail an initial audit. Continued failure of any one process or component to meet applicable test criteria would result in a lane lockout. Audit protocols, developed in response to customer service concerns, require state audit staff to perform an auto-calibration on the failing process prior to locking the lane out of service. Many times items failing the initial audit would pass after auto-calibrations were performed by the audit staff. Lane lockouts could be the result of a single aspect or multiple aspects of the complete audit having failed to meet established criteria, data reflects the number of lanes failing, not the number of items.

The 76 lane equipment audits performed resulted in an initial fail rate of around thirty-seven percent (37%) depending on the process or equipment being audited. There was a twenty-eight percent (28%) failure rate of the re-calibrated equipment that resulted in a lane lockout. This is an overall fail rate of ten percent (10%) of all lanes audited. Lockouts occurred at least once at each of the enhanced test stations throughout the year.

The conditions that caused the lockouts many times were repaired and corrected by contractor technicians while audit staff were present. The majority of the lockouts for analytical equipment issues were removed after the repair technician serviced them. Immediate replacement by station management of cited damaged test components such as hoses or OBDII data link cables also prevented lanes from being locked out. Coast down failures by the dynamometer generally resulted in the longest lock out times. This could be attributed to repair technicians performing additional planned maintenance at the same time the problem causing the failure was corrected. Lanes failing the audit were repaired successfully 100% of the time.

The equipment audits found that dyne coast down testing at the lower GVW weights failed in a significant number of lanes if there was no pre-audit auto-calibration performed. The analytical benches also failed, but at a much lower percentage. Audit staff performed an auto-calibration anytime a piece of equipment or analytical bench failed. Doing so brought over seventy percent (70%) of the equipment back to within acceptable standards, allowing those lanes to continue operations.

There were 11 on site and parking lot audits of RapidScreen van analytical and test equipment. The audits found that the analytical equipment failed to meet initial and rescheduled test standards approximately ten percent (10%) of the time. Failed RapidScreen equipment was allowed to be recalibrated on site. If the equipment failed the re-audit, the van and its analytical equipment was locked out, resulting in it being removed from service until the cause of the failure could be repaired or replaced.

Department auditors found that the contractor was responsive to repairing or replacing faulty equipment in response to system flags or other performance history as noted in the statistical process control data. The contractor responded to auditor recommendations related to equipment failure or condition (e.g. hoses, filters, tachometers, cables, etc.) in a

timely manner. The contractor also modified the start up software to require dynamometer auto-calibrations on a daily basis, rather than weekly, reducing the number of audit failures due to dynamometer issues significantly.

(4) Number and percentage of stations and lanes shut down as a result of equipment audits.

Department audit staff closed no stations as a result of equipment audits. The audit staff did temporarily shut down approximately twenty percent (20%) of all initially failing test lanes. The station management also closed lanes or did not open lanes that could not be correctly calibrated or that could not pass regularly scheduled calibration audits. The contractor reopened the lanes after repairs allowed the test equipment to pass functionality checks.

(d) *Enforcement report.*

(1) All varieties of enforcement programs shall, at a minimum, submit to EPA by July of each year a report providing basic statistics on the enforcement program for January through December of the previous year, including:

(i) An estimate of the number of vehicles subject to the inspection program, including the results of an analysis of the registration database;

The department analyzed the DOR's vehicle registration database prior to the start of the Gateway Clean Air Program. The department estimated that 1.28 million vehicles were subject to the Gateway Clean Air Program.

(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests with the number of subject vehicles;

For the reporting year, the percentage of motorist compliance was assumed to be 96.0 percent.

(iii) The total number of compliance documents issued to inspection stations;

The department does not have information about how many compliance documents were issued to inspection stations in 2006. Stations only maintain a small inventory of forms, so the bulk of the inventory was secured at ESP Missouri's headquarters and distributed on an as-needed basis to ensure better control and security. Chain of custody documentation and form tracking procedures are in place.

(iv) The number of missing compliance documents;

During the reporting period, there were 300 compliance documents that were found to be missing when audited by department and contractor staff. In addition, on February 14, 2006, the department's contractor reported that 14 compliance document stubs, not useable for vehicle registration purposes, were stolen by a motorist. Appropriate legal actions were taken against the station staff involved to allow for a satisfactory closure to this problem.

The contractor is responsible for compliance document security. The security measures include the following:

Design: The Vehicle Test Report (VTR) forms are designed so that fraudulent duplication is quite difficult. a) The test-specific information is printed on the VTR form in a different color than the pre-printed information, so photocopies are easily identifiable. b) The test-specific information includes bar coded information, which is difficult to simulate. c) The VTR forms are serially numbered, so that each form is unique. d) The VTR has a watermark that is changed every cycle, which is difficult to simulate.

Transport: The transport of VTR forms from the company that prints the forms to the contractor's headquarters to the individual test stations is tracked via a chain of custody system.

Use: a) The VTRs are stored in a locked printer cabinet in each lane or in locked rooms while they are at the test stations or at company headquarters. b) A tracking log is used to ensure that every lane inspector accounts for every VTR issued from their lane on a daily basis. c) The contractor conducts random internal audits to ensure that the daily tracking logs are being maintained and that the VTR forms are securely stored. d) Department audit staff regularly audit the records regarding the VTRs both in the company headquarters and used in the test facilities.

(v) The number of time extensions and other exemptions granted to motorists; and

Time extensions are given by the DOR for vehicles located in another state at the time of registration renewal. Motorists with these vehicles are allowed to renew their registrations via mail, but must have the vehicle emission inspected within 10 days of returning to the St. Louis area. During the reporting period, the Department of Revenue didn't report the number of Out of State extensions granted to vehicles.

Some vehicles are subject to an emission inspection requirement because of the county where the vehicle is property taxed, but are exclusively operated outside the ozone nonattainment area. Examples include vehicles used by family members away at college or on vacation or farm property outside of the St. Louis area. Out of Area Waivers, valid for the period of registration, are given to motorists of such vehicles.

During the reporting period, 159 Out of Area Waivers were granted by DNR to vehicles from the enhanced I/M area.

- (vi) The number of compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.**

No parking lot surveys or other compliance checks were conducted during the reporting period as the state inspectors have no resources to verify a vehicle's apparent compliance or lack of with the Department of Revenue's database. The exception to this involves government fleet vehicles. The compliance rate for government fleets is over 99 percent, both per visits to the fleet locations and through quarterly data submitted to the program. For the general public, it is assumed to be 96.0 percent.

- (2) Registration denial based enforcement programs shall provide the following additional information:**

- (i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles out of the program area or falsely changing fuel type or weight class on the vehicle registration, and the results of special studies to investigate the frequency of such activity; and**

To register a gasoline-powered passenger vehicle in the St. Louis area, proof of compliance with the emissions testing program (a VTR from a station-based test or a mini-VTR from a RapidScreen test) must be presented to the vehicle registration office. Vehicle registration is denied if such proof is not provided or if the proof is suspected to be fraudulent.

DOR's Motor Vehicle and Driver's Licensing Division oversees "fee offices" run by private business under contract to DOR. An official DOR policy memo, reviewed and approved by the Department of Natural Resources, has been sent to all fee offices that describes the registration procedures for all vehicles subject to the Gateway Clean Air Program. License clerks in these offices are trained on the requirements of the emissions test program and on recognition of legitimate certificates.

Vehicles with gross vehicle weight ratings over 8,500 pounds GVWR are exempted from the emission inspection requirement if the motorist shows proof to license clerks on either a vehicle refusal form from the emission test station or on a state safety inspection certificate.

- (ii) The number of registration file audits, number of registrations reviewed, and compliance rates found in such audits.**

The department did not audit or review any registration files during this reporting period.

(3) Computer-matching based enforcement programs shall provide the following additional information:

The Gateway Clean Air Program is not enforced with a computer-matching system, although the contractor sends the DOR vehicle test results for all passing (station-based and RapidScreen) and waived vehicles. This information is then made available to all vehicle registration offices on a main-framed Emission Verification System that serves as a backup confirmation system should a motorist lose their vehicle's emission test results after the test but before registering their vehicle.

- (i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle;**
 - (ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and**
 - (iii) The number of enforcement system audits and the error rate found during those audits.**
- (4) Sticker-based enforcement systems shall provide the following additional information:**

The Gateway Clean Air Program is not enforced with a sticker-based system, although a windshield sticker is issued to vehicles that pass an emissions test (station-based or RapidScreen) or receive a waiver. The purpose of the windshield sticker is to assist law enforcement officers in registration confirmation during other traffic stops.

- (i) A report on the program's efforts to prevent, detect, and enforce against sticker theft and counterfeiting, and the frequency of this type of activity;**
- (iii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and**
- (iv) The number of parking lot sticker audits conducted, the number of vehicles surveyed in each, and the noncompliance rate found during those audits.**

(e) ***Additional reporting requirements.*** In addition to the annual reports in paragraphs (a) through (d) of this section, programs shall submit to EPA by July of every other year, biennial reports addressing:

- (1) **Any changes made in program design, funding, personnel levels, procedures, regulations, and legal authority, with detailed discussion and evaluation of the impact on the program of all such changes; and**

During the 2006 Missouri General Assembly, the state legislature debated and passed Senate Bill 583. This bill authorized the Missouri Air Conservation Commission to design a decentralized vehicle emissions I/M program to replace the Gateway Clean Air Program after September 1, 2007. The bill was signed into law by the Governor on June 30, 2006. The new vehicle emissions I/M program, called the Gateway Vehicle Inspection Program, will be described in detail in the 2007 annual report.

- (2) **Any weaknesses or problems identified in the program within the two-year reporting period, what steps have already been taken to correct those problems, the results of those steps, and any future efforts planned.**

(f) ***SIP requirements.*** The SIP shall describe the types of data to be collected.

The department submitted its I/M State Implementation Plan (SIP) to the EPA on November 11, 1999. The I/M SIP was approved by the EPA on May 18, 2000. Two SIP amendments were submitted to the EPA in 2002, one in April 2002 and one in December 2002. These amendments were approved on May 12, 2003.

Attachment 1

MISSOURI**Pass/Fail Test Results****by Model Year and Vehicle Type Report**

06-Feb-2007 14:37:17

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16,29,97,98

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

OTHER* May contain vehicles such as RSDs or Waivers where a type is not designated

Model Year	Vehicle Type	Passed Tests		Failed Tests		Reject Results		Other Results		Total Tested
		Count	%	Count	%	Count	%	Count	%	
1198										
	OTHER	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	Model Year Total:	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
1981										
	LDGV	65	39.88%	84	51.53%	0	0.00%	14	8.59%	163
	LDGT1	41	46.59%	33	37.50%	0	0.00%	14	15.91%	88
	LDGT2	10	47.62%	8	38.10%	0	0.00%	3	14.29%	21
	Model Year Total:	116	42.65%	125	45.96%	0	0.00%	31	11.40%	272
1982										
	LDGV	470	46.91%	474	47.31%	0	0.00%	58	5.79%	1,002
	LDGT1	278	59.78%	141	30.32%	0	0.00%	46	9.89%	465
	LDGT2	96	60.76%	51	32.28%	0	0.00%	11	6.96%	158
	Model Year Total:	844	51.94%	666	40.98%	0	0.00%	115	7.08%	1,625
1983										
	LDGV	201	39.03%	287	55.73%	0	0.00%	27	5.24%	515
	LDGT1	99	67.35%	39	26.53%	0	0.00%	9	6.12%	147
	LDGT2	43	58.11%	27	36.49%	0	0.00%	4	5.41%	74
	OTHER	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	Model Year Total:	343	46.54%	353	47.90%	0	0.00%	41	5.56%	737
1984										
	LDGV	1,632	50.65%	1,427	44.29%	0	0.00%	163	5.06%	3,222
	LDGT1	608	52.92%	443	38.56%	0	0.00%	98	8.53%	1,149
	LDGT2	292	48.26%	269	44.46%	0	0.00%	44	7.27%	605
	OTHER	0	0.00%	0	0.00%	0	0.00%	11	100.00%	11
	Model Year Total:	2,532	50.77%	2,139	42.89%	0	0.00%	316	6.34%	4,987
1985										
	LDGV	626	43.23%	733	50.62%	0	0.00%	89	6.15%	1,448

	LDGT1	255	42.57%	275	45.91%	0	0.00%	69	11.52%	599
	LDGT2	129	46.57%	112	40.43%	0	0.00%	36	13.00%	277
	OTHER	0	0.00%	0	0.00%	0	0.00%	4	100.00%	4
	Model Year Total:	1,010	43.38%	1,120	48.11%	0	0.00%	198	8.51%	2,328
1986										
	LDGV	3,210	60.23%	1,917	35.97%	0	0.00%	203	3.81%	5,330
	LDGT1	1,379	59.57%	750	32.40%	0	0.00%	186	8.03%	2,315
	LDGT2	654	56.97%	424	36.93%	0	0.00%	70	6.10%	1,148
	OTHER	0	0.00%	0	0.00%	0	0.00%	5	100.00%	5
	Model Year Total:	5,243	59.59%	3,091	35.13%	0	0.00%	464	5.27%	8,798
1987										
	LDGV	1,184	51.23%	1,014	43.88%	0	0.00%	113	4.89%	2,311
	LDGT1	536	59.03%	303	33.37%	0	0.00%	69	7.60%	908
	LDGT2	215	62.68%	101	29.45%	0	0.00%	27	7.87%	343
	OTHER	0	0.00%	0	0.00%	0	0.00%	3	100.00%	3
	Model Year Total:	1,935	54.28%	1,418	39.78%	0	0.00%	212	5.95%	3,565
1988										
	LDGV	6,024	67.29%	2,578	28.80%	0	0.00%	350	3.91%	8,952
	LDGT1	2,852	73.92%	805	20.87%	0	0.00%	201	5.21%	3,858
	LDGT2	1,072	71.75%	364	24.36%	0	0.00%	58	3.88%	1,494
	OTHER	0	0.00%	0	0.00%	0	0.00%	8	100.00%	8
	Model Year Total:	9,948	69.51%	3,747	26.18%	0	0.00%	617	4.31%	14,312
1989										
	LDGV	2,475	60.98%	1,394	34.34%	0	0.00%	190	4.68%	4,059
	LDGT1	875	65.49%	382	28.59%	0	0.00%	79	5.91%	1,336
	LDGT2	360	66.06%	148	27.16%	0	0.00%	37	6.79%	545
	OTHER	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
	Model Year Total:	3,710	62.44%	1,924	32.38%	0	0.00%	308	5.18%	5,942
1990										
	LDGV	10,541	73.68%	3,375	23.59%	0	0.00%	390	2.73%	14,306
	LDGT1	3,535	78.23%	835	18.48%	0	0.00%	149	3.30%	4,519
	LDGT2	1,551	79.54%	318	16.31%	0	0.00%	81	4.15%	1,950
	OTHER	0	0.00%	0	0.00%	0	0.00%	7	100.00%	7
	Model Year Total:	15,627	75.19%	4,528	21.79%	0	0.00%	627	3.02%	20,782
1991										

LDGV	3,968	65.85%	1,817	30.15%	0	0.00%	241	4.00%	6,026
LDGT1	1,446	73.85%	383	19.56%	0	0.00%	129	6.59%	1,958
LDGT2	362	68.43%	145	27.41%	0	0.00%	22	4.16%	529
OTHER	0	0.00%	0	0.00%	0	0.00%	16	100.00%	16
Model Year Total:	5,776	67.72%	2,345	27.49%	0	0.00%	408	4.78%	8,529
1992									
LDGV	16,682	76.60%	4,516	20.74%	0	0.00%	580	2.66%	21,778
LDGT1	5,961	80.37%	1,203	16.22%	0	0.00%	253	3.41%	7,417
LDGT2	2,688	77.69%	671	19.39%	0	0.00%	101	2.92%	3,460
OTHER	0	0.00%	0	0.00%	0	0.00%	23	100.00%	23
Model Year Total:	25,331	77.52%	6,390	19.55%	0	0.00%	957	2.93%	32,678
1993									
LDGV	6,013	73.75%	1,866	22.89%	0	0.00%	274	3.36%	8,153
LDGT1	2,081	79.67%	428	16.39%	0	0.00%	103	3.94%	2,612
LDGT2	655	73.93%	190	21.44%	0	0.00%	41	4.63%	886
OTHER	0	0.00%	0	0.00%	0	0.00%	16	100.00%	16
Model Year Total:	8,749	74.99%	2,484	21.29%	0	0.00%	434	3.72%	11,667
1994									
LDGV	23,928	84.34%	3,802	13.40%	0	0.00%	640	2.26%	28,370
LDGT1	9,994	86.90%	1,241	10.79%	0	0.00%	265	2.30%	11,500
LDGT2	4,966	85.96%	714	12.36%	0	0.00%	97	1.68%	5,777
OTHER	0	0.00%	0	0.00%	0	0.00%	12	100.00%	12
Model Year Total:	38,888	85.17%	5,757	12.61%	0	0.00%	1,014	2.22%	45,659
1995									
LDGV	9,112	81.77%	1,700	15.25%	0	0.00%	332	2.98%	11,144
LDGT1	2,566	82.61%	446	14.36%	0	0.00%	94	3.03%	3,106
LDGT2	1,241	79.30%	278	17.76%	0	0.00%	46	2.94%	1,565
OTHER	0	0.00%	0	0.00%	0	0.00%	29	100.00%	29
Model Year Total:	12,919	81.54%	2,424	15.30%	0	0.00%	501	3.16%	15,844
1996									
LDGV	30,198	71.83%	6,596	15.69%	4979	11.84%	270	0.64%	42,043
LDGT1	11,402	71.82%	2,856	17.99%	1524	9.60%	94	0.59%	15,876
LDGT2	5,150	75.03%	1,137	16.56%	520	7.58%	57	0.83%	6,864
OTHER	0	0.00%	0	0.00%	0	0.00%	29	100.00%	29
Model Year Total:	46,750	72.13%	10,589	16.34%	7,023	10.84%	450	0.69%	64,812
1997									

	LDGV	8,914	72.71%	1,853	15.12%	1360	11.09%	132	1.08%	12,259
	LDGT1	3,612	74.32%	725	14.92%	480	9.88%	43	0.88%	4,860
	LDGT2	1,085	74.32%	242	16.58%	114	7.81%	19	1.30%	1,460
	OTHER	0	0.00%	0	0.00%	0	0.00%	31	100.00%	31
	Model Year Total:	13,611	73.14%	2,820	15.15%	1,954	10.50%	225	1.21%	18,610
1998										
	LDGV	36,993	83.93%	4,214	9.56%	2638	5.99%	229	0.52%	44,074
	LDGT1	19,339	82.62%	2,482	10.60%	1477	6.31%	108	0.46%	23,406
	LDGT2	6,252	85.13%	700	9.53%	358	4.87%	34	0.46%	7,344
	OTHER	0	0.00%	3	11.54%	0	0.00%	23	88.46%	26
	Model Year Total:	62,584	83.61%	7,399	9.89%	4,473	5.98%	394	0.53%	74,850
1999										
	LDGV	9,505	82.49%	1,153	10.01%	771	6.69%	94	0.82%	11,523
	LDGT1	4,235	85.82%	429	8.69%	246	4.98%	25	0.51%	4,935
	LDGT2	1,927	85.91%	168	7.49%	118	5.26%	30	1.34%	2,243
	OTHER	0	0.00%	0	0.00%	0	0.00%	32	100.00%	32
	Model Year Total:	15,667	83.63%	1,750	9.34%	1,135	6.06%	181	0.97%	18,733
2000										
	LDGV	43,503	89.36%	3,347	6.88%	1588	3.26%	243	0.50%	48,681
	LDGT1	21,314	90.24%	1,622	6.87%	566	2.40%	116	0.49%	23,618
	LDGT2	7,779	91.96%	482	5.70%	167	1.97%	31	0.37%	8,459
	OTHER	0	0.00%	0	0.00%	0	0.00%	33	100.00%	33
	Model Year Total:	72,596	89.86%	5,451	6.75%	2,321	2.87%	423	0.52%	80,791
2001										
	LDGV	9,537	83.07%	772	6.72%	1079	9.40%	93	0.81%	11,481
	LDGT1	4,496	79.91%	470	8.35%	601	10.68%	59	1.05%	5,626
	LDGT2	1,888	83.61%	178	7.88%	163	7.22%	29	1.28%	2,258
	OTHER	0	0.00%	0	0.00%	0	0.00%	54	100.00%	54
	Model Year Total:	15,921	81.99%	1,420	7.31%	1,843	9.49%	235	1.21%	19,419
2002										
	LDGV	41,655	92.64%	1,495	3.32%	1563	3.48%	251	0.56%	44,964
	LDGT1	24,775	92.12%	1,146	4.26%	846	3.15%	127	0.47%	26,894
	LDGT2	9,366	90.34%	593	5.72%	352	3.40%	56	0.54%	10,367
	OTHER	0	0.00%	0	0.00%	0	0.00%	47	100.00%	47
	Model Year Total:	75,796	92.13%	3,234	3.93%	2,761	3.36%	481	0.58%	82,272

2003

LDGV	10,558	92.78%	278	2.44%	416	3.66%	128	1.12%	11,380
LDGT1	5,371	94.46%	133	2.34%	133	2.34%	49	0.86%	5,686
LDGT2	2,976	95.02%	64	2.04%	65	2.08%	27	0.86%	3,132
OTHER	0	0.00%	0	0.00%	0	0.00%	42	100.00%	42

Model Year Total:	18,905	93.40%	475	2.35%	614	3.03%	246	1.22%	20,240
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2004

LDGV	36,706	96.27%	738	1.94%	477	1.25%	209	0.55%	38,130
LDGT1	21,210	97.22%	312	1.43%	222	1.02%	72	0.33%	21,816
LDGT2	11,996	96.75%	164	1.32%	189	1.52%	50	0.40%	12,399
OTHER	0	0.00%	0	0.00%	0	0.00%	42	100.00%	42

Model Year Total:	69,912	96.58%	1,214	1.68%	888	1.23%	373	0.52%	72,387
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2005

LDGV	12,548	95.39%	228	1.73%	265	2.01%	114	0.87%	13,155
LDGT1	5,160	96.23%	70	1.31%	87	1.62%	45	0.84%	5,362
LDGT2	1,835	96.78%	17	0.90%	27	1.42%	17	0.90%	1,896
OTHER	0	0.00%	0	0.00%	0	0.00%	35	100.00%	35

Model Year Total:	19,543	95.57%	315	1.54%	379	1.85%	211	1.03%	20,448
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2006

LDGV	4,581	95.88%	56	1.17%	94	1.97%	47	0.98%	4,778
LDGT1	2,258	95.27%	26	1.10%	69	2.91%	17	0.72%	2,370
LDGT2	763	96.95%	7	0.89%	11	1.40%	6	0.76%	787
OTHER	0	0.00%	0	0.00%	0	0.00%	14	100.00%	14

Model Year Total:	7,602	95.63%	89	1.12%	174	2.19%	84	1.06%	7,949
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2007

LDGV	67	100.00%	0	0.00%	0	0.00%	0	0.00%	67
LDGT1	15	83.33%	0	0.00%	1	5.56%	2	11.11%	18
LDGT2	20	100.00%	0	0.00%	0	0.00%	0	0.00%	20
OTHER	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1

Model Year Total:	102	96.23%	0	0.00%	1	0.94%	3	2.83%	106
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2008

LDGV	3	75.00%	0	0.00%	0	0.00%	1	25.00%	4
LDGT1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	1

Model Year Total:	4	80.00%	0	0.00%	0	0.00%	1	20.00%	5
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Summary by Vehicle Type

Vehicle Type	Passed Tests		Failed Tests		Reject Results		Other Results		Total Tested
	Count	%	Count	%	Count	%	Count	%	
LDGV:	330,899	82.87%	47,714	11.95%	15,230	3.81%	5,475	1.37%	399,318
LDGT1:	155,694	85.34%	17,978	9.85%	6,252	3.43%	2,521	1.38%	182,445
LDGT2:	65,371	85.95%	7,572	9.96%	2,084	2.74%	1,034	1.36%	76,061
OTHER:	0	0.00%	3	0.57%	0	0.00%	521	99.43%	524
Overall Total:	551,964	83.84%	73,267	11.13%	23,566	3.58%	9,551	1.45%	658,348

* Counts in this category may include Vehicle Test Records (VTR) with the result of A = Abort, R = Reissue, V = Voids and/or W = Waivers.

Version 1.3

Attachment 2

MISSOURI**Initial and Reinsp Pass/Fail Test Results****by Model Year, Vehicle Type, and Test Type Report**

31-Jan-2007 13:50:01

From: 01-Jan-2006 To: 31-Dec-2006

Model Year: 1971 To: 2006

Vehicle Types: LDGV, LDGT1, LDGT2, OTHER

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

OTHER* May contain vehicles such as RSD's or Waivers where a type is not designated

Model Year	Vehicle Type	Test Type	Total Tests	Initial Inspections			Reject	Reinspections			Waiver Issued
				Total	Pass	Fail		Total	Pass	Fail	
1981	LDGV		184	83	47	36	0	66	18	48	0
				45.11%	56.63%	43.37%	0.00%	35.87%	27.27%	72.73%	0.00%
		IM240	151	73	41	32	0	59	17	42	0
				48.34%	56.16%	43.84%	0.00%	39.07%	28.81%	71.19%	0.00%
		Two Speed Idle	3	2	0	2	0	1	1	0	0
	LDGT1	Basic Idle	16	8	6	2	0	6	0	6	0
				50.00%	75.00%	25.00%	0.00%	37.50%	0.00%	100.00%	0.00%
		N/A	14	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		IM240	92	48	28	20	0	26	13	13	0
	LDGT2			52.17%	58.33%	41.67%	0.00%	28.26%	50.00%	50.00%	0.00%
		IM240	64	40	24	16	0	20	9	11	0
				62.50%	60.00%	40.00%	0.00%	31.25%	45.00%	55.00%	0.00%
		Two Speed Idle	6	4	2	2	0	2	1	1	0
				66.67%	50.00%	50.00%	0.00%	33.33%	50.00%	50.00%	0.00%
	OTHER	Basic Idle	8	4	2	2	0	4	3	1	0
				50.00%	50.00%	50.00%	0.00%	50.00%	75.00%	25.00%	0.00%
		N/A	14	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		IM240	21	14	7	7	0	4	3	1	0
	OTHER			66.67%	50.00%	50.00%	0.00%	19.05%	75.00%	25.00%	0.00%
		IM240	10	7	4	3	0	3	2	1	0
				70.00%	57.14%	42.86%	0.00%	30.00%	66.67%	33.33%	0.00%
		Two Speed Idle	2	2	1	1	0	0	0	0	0
				100.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	Basic Idle	6	5	2	3	0	1	1	0	0

1/31/2007

[illegible]

1984		Year Total:	804	391	235	156	0	305	108	197	0	11
				48.63%	60.10%	39.90%	0.00%	37.94%	35.41%	64.59%	0.00%	1.37%
	LDGV	3,404	1,863	1,259	604	0	1,196	373	823	0	56	
			54.73%	67.58%	32.42%	0.00%	35.14%	31.19%	68.81%	0.00%	1.65%	
	IM240	3,027	1,696	1,117	579	0	1,151	354	797	0	55	
			56.03%	65.86%	34.14%	0.00%	38.02%	30.76%	69.24%	0.00%	1.82%	
	Two Speed Idle	55	38	27	11	0	13	8	5	0	0	
			69.09%	71.05%	28.95%	0.00%	23.64%	61.54%	38.46%	0.00%	0.00%	
	Single Speed Idle	2	2	2	0	0	0	0	0	0	0	
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	Basic Idle	162	127	113	14	0	32	11	21	0	1	
			78.40%	88.98%	11.02%	0.00%	19.75%	34.38%	65.63%	0.00%	0.62%	
	N/A	158	0	0	0	0	0	0	0	0	0	
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	LDGT1	1,191	683	456	227	0	368	152	216	0	11	
			57.35%	66.76%	33.24%	0.00%	30.90%	41.30%	58.70%	0.00%	0.92%	
	IM240	926	564	373	191	0	324	135	189	0	9	
			60.91%	66.13%	33.87%	0.00%	34.99%	41.67%	58.33%	0.00%	0.97%	
	Two Speed Idle	44	25	15	10	0	16	5	11	0	0	
			56.82%	60.00%	40.00%	0.00%	36.36%	31.25%	68.75%	0.00%	0.00%	
	Basic Idle	125	94	68	26	0	28	12	16	0	2	
			75.20%	72.34%	27.66%	0.00%	22.40%	42.86%	57.14%	0.00%	1.60%	
	N/A	96	0	0	0	0	0	0	0	0	0	
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	LDGT2	627	343	207	136	0	218	85	133	0	7	
			54.70%	60.35%	39.65%	0.00%	34.77%	38.99%	61.01%	0.00%	1.12%	
	IM240	459	270	168	102	0	170	66	104	0	5	
			58.82%	62.22%	37.78%	0.00%	37.04%	38.82%	61.18%	0.00%	1.09%	
	Two Speed Idle	51	24	11	13	0	25	6	19	0	1	
			47.06%	45.83%	54.17%	0.00%	49.02%	24.00%	76.00%	0.00%	1.96%	
	Basic Idle	74	49	28	21	0	23	13	10	0	1	
			66.22%	57.14%	42.86%	0.00%	31.08%	56.52%	43.48%	0.00%	1.35%	
	N/A	43	0	0	0	0	0	0	0	0	0	
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	OTHER	11	0	0	0	0	0	0	0	0	0	
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	IM240	7	0	0	0	0	0	0	0	0	0	

			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	3	0	0	0	0	0	0	0	0	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	1	0	0	0	0	0	0	0	0	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	5,233	2,889	1,922	967	0	1,782	610	1,172	0	7.4%
			55.21%	66.53%	33.47%	0.00%	34.05%	34.23%	65.77%	0.00%	1.41%
1985											
	LDGV	1,585	720	450	270	0	639	176	463	0	2.1%
			45.43%	62.50%	37.50%	0.00%	40.32%	27.54%	72.46%	0.00%	1.32%
	IM240	1,389	643	390	253	0	611	160	451	0	2.1%
			46.29%	60.65%	39.35%	0.00%	43.99%	26.19%	73.81%	0.00%	1.51%
	Two Speed Idle	35	18	11	7	0	14	7	7	0	0.0%
			51.43%	61.11%	38.89%	0.00%	40.00%	50.00%	50.00%	0.00%	0.00%
	Basic Idle	73	59	49	10	0	14	9	5	0	0.0%
			80.82%	83.05%	16.95%	0.00%	19.18%	64.29%	35.71%	0.00%	0.00%
	N/A	88	0	0	0	0	0	0	0	0	0.0%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	645	295	172	123	0	235	83	152	0	4.4%
			45.74%	58.31%	41.69%	0.00%	36.43%	35.32%	64.68%	0.00%	0.62%
	IM240	487	241	143	98	0	203	69	134	0	3.3%
			49.49%	59.34%	40.66%	0.00%	41.68%	33.99%	66.01%	0.00%	0.62%
	Two Speed Idle	30	14	5	9	0	12	4	8	0	1.1%
			46.67%	35.71%	64.29%	0.00%	40.00%	33.33%	66.67%	0.00%	3.33%
	Basic Idle	61	40	24	16	0	20	10	10	0	0.0%
			65.57%	60.00%	40.00%	0.00%	32.79%	50.00%	50.00%	0.00%	0.00%
	N/A	67	0	0	0	0	0	0	0	0	0.0%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	295	147	97	50	0	94	32	62	0	3.3%
			49.83%	65.99%	34.01%	0.00%	31.86%	34.04%	65.96%	0.00%	1.02%
	IM240	188	107	73	34	0	67	21	46	0	2.2%
			56.91%	68.22%	31.78%	0.00%	35.64%	31.34%	68.66%	0.00%	1.06%
	Two Speed Idle	15	7	2	5	0	6	4	2	0	0.0%
			46.67%	28.57%	71.43%	0.00%	40.00%	66.67%	33.33%	0.00%	0.00%
	Basic Idle	57	33	22	11	0	21	7	14	0	1.1%
			57.89%	66.67%	33.33%	0.00%	36.84%	33.33%	66.67%	0.00%	1.75%
	N/A	35	0	0	0	0	0	0	0	0	0.0%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

1986	OTHER	4	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240	4	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	2,529	1,162	719	443	0	968	291	677	0	28
			45.95%	61.88%	38.12%	0.00%	38.28%	30.06%	69.94%	0.00%	1.11%
	LDGV	5,553	3,535	2,628	907	0	1,592	582	1,010	0	61
			63.66%	74.34%	25.66%	0.00%	28.67%	36.56%	63.44%	0.00%	1.10%
	IM240	5,028	3,255	2,380	875	0	1,554	565	989	0	59
			64.74%	73.12%	26.88%	0.00%	30.91%	36.36%	63.64%	0.00%	1.17%
	Two Speed Idle	73	58	49	9	0	11	6	5	0	0
			79.45%	84.48%	15.52%	0.00%	15.07%	54.55%	45.45%	0.00%	0.00%
	Basic Idle	252	222	199	23	0	27	11	16	0	2
			88.10%	89.64%	10.36%	0.00%	10.71%	40.74%	59.26%	0.00%	0.79%
	N/A	200	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	2,383	1,484	1,131	353	0	645	248	397	0	13
			62.27%	76.21%	23.79%	0.00%	27.07%	38.45%	61.55%	0.00%	0.55%
	IM240	1,855	1,258	963	295	0	534	207	327	0	10
			67.82%	76.55%	23.45%	0.00%	28.79%	38.76%	61.24%	0.00%	0.54%
	Two Speed Idle	87	39	20	19	0	45	11	34	0	1
			44.83%	51.28%	48.72%	0.00%	51.72%	24.44%	75.56%	0.00%	1.15%
	Basic Idle	256	187	148	39	0	66	30	36	0	2
			73.05%	79.14%	20.86%	0.00%	25.78%	45.45%	54.55%	0.00%	0.78%
	N/A	185	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	1,178	703	501	202	0	375	153	222	0	10
			59.68%	71.27%	28.73%	0.00%	31.83%	40.80%	59.20%	0.00%	0.85%
	IM240	934	572	407	165	0	332	129	203	0	10
			61.24%	71.15%	28.85%	0.00%	35.55%	38.86%	61.14%	0.00%	1.07%
	Two Speed Idle	33	26	16	10	0	7	4	3	0	0
			78.79%	61.54%	38.46%	0.00%	21.21%	57.14%	42.86%	0.00%	0.00%
	Basic Idle	141	105	78	27	0	36	20	16	0	0
			74.47%	74.29%	25.71%	0.00%	25.53%	55.56%	44.44%	0.00%	0.00%
	N/A	70	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	6	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

1987	IM240	5	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	9,120	5,722	4,260	1,462	0	2,612	983	1,629	0	84
			62.74%	74.45%	25.55%	0.00%	28.64%	37.63%	62.37%	0.00%	0.92%
	LDGV	2,508	1,320	891	429	0	878	293	585	0	22
			52.63%	67.50%	32.50%	0.00%	35.01%	33.37%	66.63%	0.00%	0.88%
	IM240	2,255	1,206	801	405	0	854	283	571	0	22
			53.48%	66.42%	33.58%	0.00%	37.87%	33.14%	66.86%	0.00%	0.98%
	Two Speed Idle	29	19	13	6	0	9	2	7	0	0
	Basic Idle	111	95	77	18	0	15	8	7	0	0
			85.59%	81.05%	18.95%	0.00%	13.51%	53.33%	46.67%	0.00%	0.00%
	N/A	113	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	948	563	430	133	0	276	106	170	0	7
			59.39%	76.38%	23.62%	0.00%	29.11%	38.41%	61.59%	0.00%	0.74%
	IM240	732	460	353	107	0	232	82	150	0	7
			62.84%	76.74%	23.26%	0.00%	31.69%	35.34%	64.66%	0.00%	0.96%
	Two Speed Idle	29	20	13	7	0	8	5	3	0	0
	Basic Idle	119	83	64	19	0	36	19	17	0	0
			69.75%	77.11%	22.89%	0.00%	30.25%	52.78%	47.22%	0.00%	0.00%
	N/A	68	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	358	216	169	47	0	100	46	54	0	1
			60.34%	78.24%	21.76%	0.00%	27.93%	46.00%	54.00%	0.00%	0.28%
	IM240	289	179	135	44	0	95	44	51	0	1
			61.94%	75.42%	24.58%	0.00%	32.87%	46.32%	53.68%	0.00%	0.35%
	Two Speed Idle	15	12	9	3	0	3	1	2	0	0
	Basic Idle	28	25	25	0	0	2	1	1	0	0
			89.29%	100.00%	0.00%	0.00%	7.14%	50.00%	50.00%	0.00%	0.00%
	N/A	26	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	3	0	0	0	0	0	0	0	0	0

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1989	IM240	9	0	0	0	0	0	0	0	0	11.11%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	5	0	0	0	0	0	0	0	0	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	14,724	10,475	8,491	1,984	0	3,220	1,457	1,763	0	94
			71.14%	81.06%	18.94%	0.00%	21.87%	45.25%	54.75%	0.00%	0.64%
	LDGV	4,311	2,655	2,004	651	0	1,214	471	743	0	23
			61.59%	75.48%	24.52%	0.00%	28.16%	38.80%	61.20%	0.00%	0.53%
	IM240	3,865	2,447	1,829	618	0	1,170	448	722	0	22
			63.31%	74.74%	25.26%	0.00%	30.27%	38.29%	61.71%	0.00%	0.57%
	Two Speed Idle	34	24	19	5	0	8	5	3	0	0
			70.59%	79.17%	20.83%	0.00%	23.53%	62.50%	37.50%	0.00%	0.00%
	Basic Idle	224	184	156	28	0	36	18	18	0	1
			82.14%	84.78%	15.22%	0.00%	16.07%	50.00%	50.00%	0.00%	0.45%
	N/A	188	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	1,407	906	708	198	0	351	167	184	0	5
			64.39%	78.15%	21.85%	0.00%	24.95%	47.58%	52.42%	0.00%	0.36%
	IM240	1,135	764	592	172	0	309	150	159	0	3
			67.31%	77.49%	22.51%	0.00%	27.22%	48.54%	51.46%	0.00%	0.26%
	Two Speed Idle	50	31	21	10	0	12	7	5	0	0
			62.00%	67.74%	32.26%	0.00%	24.00%	58.33%	41.67%	0.00%	0.00%
	Basic Idle	143	111	95	16	0	30	10	20	0	2
			77.62%	85.59%	14.41%	0.00%	20.98%	33.33%	66.67%	0.00%	1.40%
	N/A	79	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	567	368	291	77	0	140	69	71	0	3
			64.90%	79.08%	20.92%	0.00%	24.69%	49.29%	50.71%	0.00%	0.53%
	IM240	457	313	246	67	0	125	63	62	0	2
			68.49%	78.59%	21.41%	0.00%	27.35%	50.40%	49.60%	0.00%	0.44%
	Two Speed Idle	20	13	10	3	0	6	1	5	0	0
			65.00%	76.92%	23.08%	0.00%	30.00%	16.67%	83.33%	0.00%	0.00%
	Basic Idle	53	42	35	7	0	9	5	4	0	1
			79.25%	83.33%	16.67%	0.00%	16.98%	55.56%	44.44%	0.00%	1.89%
	N/A	37	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	2	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

1990	IM240	2	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	6,287	3,929	3,003	926	0	1,705	707	998	0	31
			62.49%	76.43%	23.57%	0.00%	27.12%	41.47%	58.53%	0.00%	0.49%
	LDGV	14,709	11,009	9,176	1,833	0	2,907	1,365	1,542	0	60
			74.85%	83.35%	16.65%	0.00%	19.76%	46.96%	53.04%	0.00%	0.41%
	IM240	13,565	10,315	8,533	1,782	0	2,844	1,327	1,517	0	59
			76.04%	82.72%	17.28%	0.00%	20.97%	46.66%	53.34%	0.00%	0.43%
	Two Speed Idle	95	72	55	17	0	22	13	9	0	0
			75.79%	76.39%	23.61%	0.00%	23.16%	59.09%	40.91%	0.00%	0.00%
	Single Speed Idle	1	1	1	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	664	621	587	34	0	41	25	16	0	1
			93.52%	94.52%	5.48%	0.00%	6.17%	60.98%	39.02%	0.00%	0.15%
	N/A	384	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	4,601	3,644	3,134	510	0	726	401	325	0	16
			79.20%	86.00%	14.00%	0.00%	15.78%	55.23%	44.77%	0.00%	0.35%
	IM240	3,899	3,160	2,701	459	0	660	361	299	0	15
			81.05%	85.47%	14.53%	0.00%	16.93%	54.70%	45.30%	0.00%	0.38%
	Two Speed Idle	70	59	52	7	0	9	5	4	0	0
			84.29%	88.14%	11.86%	0.00%	12.86%	55.56%	44.44%	0.00%	0.00%
	Basic Idle	484	425	381	44	0	57	35	22	0	1
			87.81%	89.65%	10.35%	0.00%	11.78%	61.40%	38.60%	0.00%	0.21%
	N/A	148	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	1,977	1,588	1,397	191	0	281	154	127	0	7
			80.32%	87.97%	12.03%	0.00%	14.21%	54.80%	45.20%	0.00%	0.35%
	IM240	1,619	1,351	1,190	161	0	245	135	110	0	5
			83.45%	88.08%	11.92%	0.00%	15.13%	55.10%	44.90%	0.00%	0.31%
	Two Speed Idle	58	41	31	10	0	16	6	10	0	0
			70.69%	75.61%	24.39%	0.00%	27.59%	37.50%	62.50%	0.00%	0.00%
	Basic Idle	219	196	176	20	0	20	13	7	0	2
			89.50%	89.80%	10.20%	0.00%	9.13%	65.00%	35.00%	0.00%	0.91%
	N/A	81	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	19	0	0	0	0	0	0	0	0	0

1991			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240	6	0	0	0	0	0	0	0	0	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Two Speed Idle	1	0	0	0	0	0	0	0	0	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	12	0	0	0	0	0	0	0	0	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	21,306	16,241	13,707	2,534	0	3,914	1,920	1,994	0	0.00%
			76.23%	84.40%	15.60%	0.00%	18.37%	49.05%	50.95%	0.00%	0.39%
1991	LDGV	6,376	4,183	3,317	866	0	1,602	651	951	0	0.00%
			65.61%	79.30%	20.70%	0.00%	25.13%	40.64%	59.36%	0.00%	0.67%
	IM240	5,785	3,881	3,045	836	0	1,553	621	932	0	0.00%
			67.09%	78.46%	21.54%	0.00%	26.85%	39.99%	60.01%	0.00%	0.66%
	Two Speed Idle	56	34	28	6	0	18	10	8	0	0.00%
			60.71%	82.35%	17.65%	0.00%	32.14%	55.56%	44.44%	0.00%	1.79%
	Basic Idle	305	268	244	24	0	31	20	11	0	0.00%
			87.87%	91.04%	8.96%	0.00%	10.16%	64.52%	35.48%	0.00%	1.31%
	N/A	230	0	0	0	0	0	0	0	0	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	2,028	1,466	1,248	218	0	363	198	165	0	0.00%
			72.29%	85.13%	14.87%	0.00%	17.90%	54.55%	45.45%	0.00%	0.39%
	IM240	1,673	1,290	1,102	188	0	315	174	141	0	0.00%
			77.11%	85.43%	14.57%	0.00%	18.83%	55.24%	44.76%	0.00%	0.36%
	Two Speed Idle	79	44	32	12	0	28	10	18	0	0.00%
			55.70%	72.73%	27.27%	0.00%	35.44%	35.71%	64.29%	0.00%	2.53%
	Basic Idle	152	132	114	18	0	20	14	6	0	0.00%
			86.84%	86.36%	13.64%	0.00%	13.16%	70.00%	30.00%	0.00%	0.00%
	N/A	124	0	0	0	0	0	0	0	0	0.00%
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	545	381	309	72	0	126	53	73	0	0.00%
			69.91%	81.10%	18.90%	0.00%	23.12%	42.06%	57.94%	0.00%	0.18%
	IM240	471	340	278	62	0	115	45	70	0	0.00%
			72.19%	81.76%	18.24%	0.00%	24.42%	39.13%	60.87%	0.00%	0.21%
	Two Speed Idle	11	10	7	3	0	1	1	0	0	0.00%
			90.91%	70.00%	30.00%	0.00%	9.09%	100.00%	0.00%	0.00%	0.00%
	Basic Idle	41	31	24	7	0	10	7	3	0	0.00%
			75.61%	77.42%	22.58%	0.00%	24.39%	70.00%	30.00%	0.00%	0.00%

1992	N/A	22	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	18	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240	16	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	2	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	8,967	6,030	4,874	1,156	0	2,091	902	1,189	0	52
			67.25%	80.83%	19.17%	0.00%	23.32%	43.14%	56.86%	0.00%	0.58%
1992	LDGV	22,280	17,349	14,802	2,547	0	3,849	1,880	1,969	0	87
			77.87%	85.32%	14.68%	0.00%	17.28%	48.84%	51.16%	0.00%	0.39%
	IM240	20,471	16,236	13,779	2,457	0	3,727	1,805	1,922	0	85
			79.31%	84.87%	15.13%	0.00%	18.21%	48.43%	51.57%	0.00%	0.42%
	Two Speed Idle	203	159	142	17	0	40	22	18	0	0
			78.33%	89.31%	10.69%	0.00%	19.70%	55.00%	45.00%	0.00%	0.00%
	Basic Idle	1,041	954	881	73	0	82	53	29	0	2
			91.64%	92.35%	7.65%	0.00%	7.88%	64.63%	35.37%	0.00%	0.19%
	N/A	565	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	7,532	6,115	5,395	720	0	1,049	566	483	0	13
			81.19%	88.23%	11.77%	0.00%	13.93%	53.96%	46.04%	0.00%	0.17%
	IM240	6,472	5,392	4,739	653	0	967	505	462	0	12
			83.31%	87.89%	12.11%	0.00%	14.94%	52.22%	47.78%	0.00%	0.19%
	Two Speed Idle	126	98	83	15	0	23	17	6	0	1
			77.78%	84.69%	15.31%	0.00%	18.25%	73.91%	26.09%	0.00%	0.79%
	Basic Idle	687	625	573	52	0	59	44	15	0	0
			90.98%	91.68%	8.32%	0.00%	8.59%	74.58%	25.42%	0.00%	0.00%
	N/A	247	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	3,509	2,755	2,387	368	0	604	301	303	0	16
			78.51%	86.64%	13.36%	0.00%	17.21%	49.83%	50.17%	0.00%	0.46%
	IM240	2,979	2,371	2,040	331	0	559	268	291	0	15
			79.59%	86.04%	13.96%	0.00%	18.76%	47.94%	52.06%	0.00%	0.50%
	Two Speed Idle	73	53	38	15	0	18	9	9	0	1
			72.60%	71.70%	28.30%	0.00%	24.66%	50.00%	50.00%	0.00%	1.37%
	Basic Idle	358	331	309	22	0	27	24	3	0	0
			92.46%	93.35%	6.65%	0.00%	7.54%	88.89%	11.11%	0.00%	0.00%

1993	N/A	99	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	42	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240	23	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	19	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	33,363	26,219	22,584	3,635	0	5,502	2,747	2,755	0	116
			78.59%	86.14%	13.86%	0.00%	16.49%	49.93%	50.07%	0.00%	0.35%
	LDGV	8,499	6,203	5,221	982	0	1,676	792	884	0	37
		72.99%	84.17%	15.83%	0.00%	19.72%	47.26%	52.74%	0.00%	0.44%	
IM240	7,722	5,750	4,802	948	0	1,619	751	868	0	36	
		74.46%	83.51%	16.49%	0.00%	20.97%	46.39%	53.61%	0.00%	0.47%	
Two Speed Idle	95	71	66	5	0	21	12	9	0	0	
		74.74%	92.96%	7.04%	0.00%	22.11%	57.14%	42.86%	0.00%	0.00%	
Basic Idle	420	382	353	29	0	36	29	7	0	1	
		90.95%	92.41%	7.59%	0.00%	8.57%	80.56%	19.44%	0.00%	0.24%	
N/A	262	0	0	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
LDGT1	2,685	2,105	1,880	225	0	404	201	203	0	6	
		78.40%	89.31%	10.69%	0.00%	15.05%	49.75%	50.25%	0.00%	0.22%	
IM240	2,339	1,885	1,674	211	0	379	183	196	0	6	
		80.59%	88.81%	11.19%	0.00%	16.20%	48.28%	51.72%	0.00%	0.26%	
Two Speed Idle	32	27	25	2	0	5	4	1	0	0	
		84.38%	92.59%	7.41%	0.00%	15.63%	80.00%	20.00%	0.00%	0.00%	
Basic Idle	214	193	181	12	0	20	14	6	0	0	
		90.19%	93.78%	6.22%	0.00%	9.35%	70.00%	30.00%	0.00%	0.00%	
N/A	100	0	0	0	0	0	0	0	0	0	
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
LDGT2	913	657	562	95	0	188	93	95	0	3	
		71.96%	85.54%	14.46%	0.00%	20.59%	49.47%	50.53%	0.00%	0.33%	
IM240	770	570	486	84	0	173	84	89	0	3	
		74.03%	85.26%	14.74%	0.00%	22.47%	48.55%	51.45%	0.00%	0.39%	
Two Speed Idle	15	13	9	4	0	1	1	0	0	0	
		86.67%	69.23%	30.77%	0.00%	6.67%	100.00%	0.00%	0.00%	0.00%	
Basic Idle	88	74	67	7	0	14	8	6	0	0	

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1995	Two Speed Idle	72	59	52	7	0	13	4	9	0	0
			81.94%	88.14%	11.86%	0.00%	18.06%	30.77%	69.23%	0.00%	0.00%
	Basic Idle	714	647	599	48	0	66	43	23	0	1
			90.62%	92.58%	7.42%	0.00%	9.24%	65.15%	34.85%	0.00%	0.14%
	N/A	96	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	67	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240	11	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	55	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	46,322	39,670	36,125	3,545	0	4,975	2,763	2,212	0	105
			85.64%	91.06%	8.94%	0.00%	10.74%	55.54%	44.46%	0.00%	0.23%
	LDGV	11,431	9,317	8,356	961	0	1,495	756	739	0	26
			81.51%	89.69%	10.31%	0.00%	13.08%	50.57%	49.43%	0.00%	0.23%
	IM240	10,462	8,745	7,830	915	0	1,427	715	712	0	23
			83.59%	89.54%	10.46%	0.00%	13.64%	50.11%	49.89%	0.00%	0.22%
	Two Speed Idle	122	95	86	9	0	23	13	10	0	0
			77.87%	90.53%	9.47%	0.00%	18.85%	56.52%	43.48%	0.00%	0.00%
	Basic Idle	532	477	440	37	0	45	28	17	0	3
			89.66%	92.24%	7.76%	0.00%	8.46%	62.22%	37.78%	0.00%	0.56%
	N/A	315	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	3,207	2,575	2,318	257	0	437	248	189	0	8
			80.29%	90.02%	9.98%	0.00%	13.63%	56.75%	43.25%	0.00%	0.25%
	IM240	2,871	2,348	2,105	243	0	414	234	180	0	8
			81.78%	89.65%	10.35%	0.00%	14.42%	56.52%	43.48%	0.00%	0.28%
	Two Speed Idle	29	23	20	3	0	4	3	1	0	0
			79.31%	86.96%	13.04%	0.00%	13.79%	75.00%	25.00%	0.00%	0.00%
	Basic Idle	223	204	193	11	0	19	11	8	0	0
			91.48%	94.61%	5.39%	0.00%	8.52%	57.89%	42.11%	0.00%	0.00%
	N/A	84	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	1,601	1,266	1,113	153	0	253	128	125	0	4
			79.08%	87.91%	12.00%	0.00%	15.80%	50.50%	49.50%	0.00%	0.25%

1996	OTHER	IM240	1,384	1,123	986	137	0	225	112	113	0	3
				81.14%	87.80%	12.20%	0.00%	16.26%	49.78%	50.22%	0.00%	0.22%
		Two Speed Idle	32	23	19	4	0	9	4	5	0	0
				71.88%	82.61%	17.39%	0.00%	28.13%	44.44%	55.56%	0.00%	0.00%
		Basic Idle	141	120	108	12	0	19	12	7	0	1
				85.11%	90.00%	10.00%	0.00%	13.48%	63.16%	36.84%	0.00%	0.71%
		N/A	44	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		OTHER	35	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	IM240	IM240	29	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		N/A	6	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:		16,274	13,158	11,787	1,371	0	2,185	1,132	1,053	0	38
				80.85%	89.58%	10.42%	0.00%	13.43%	51.81%	48.19%	0.00%	0.23%
	LDGV	LDGV	43,044	31,901	25,355	5,065	1,481	9,872	4,843	1,531	3,498	209
				74.11%	79.48%	15.88%	4.64%	22.93%	49.06%	15.51%	35.43%	0.49%
		OBD II	40,892	30,137	23,642	5,014	1,481	9,778	4,763	1,517	3,498	209
				73.70%	78.45%	16.64%	4.91%	23.91%	48.71%	15.51%	35.77%	0.51%
		IM240	127	52	47	5	0	42	33	9	0	0
				40.94%	90.38%	9.62%	0.00%	33.07%	78.57%	21.43%	0.00%	0.00%
		Two Speed Idle	4	2	2	0	0	1	1	0	0	0
				50.00%	100.00%	0.00%	0.00%	25.00%	100.00%	0.00%	0.00%	0.00%
		Basic Idle	1,765	1,710	1,664	46	0	51	46	5	0	0
				96.88%	97.31%	2.69%	0.00%	2.89%	90.20%	9.80%	0.00%	0.00%
	LDGT1	N/A	256	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		LDGT1	16,161	11,965	9,305	2,198	462	3,817	2,097	658	1,062	55
				74.04%	77.77%	18.37%	3.86%	23.62%	54.94%	17.24%	27.82%	0.34%
		OBD II	15,115	11,055	8,429	2,164	462	3,780	2,062	656	1,062	54
				73.14%	76.25%	19.57%	4.18%	25.01%	54.55%	17.35%	28.10%	0.36%
		IM240	12	1	1	0	0	1	1	0	0	0
				8.33%	100.00%	0.00%	0.00%	8.33%	100.00%	0.00%	0.00%	0.00%
		Two Speed Idle	1	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		Basic Idle	950	909	875	34	0	36	34	2	0	1

1997	LDGT2	N/A	83	95.68%	96.26%	3.74%	0.00%	3.79%	94.44%	5.56%	0.00%	0.11%.
				0	0	0	0	0	0	0	0	0
		OBD II	7,011	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
				5,358	4,347	900	111	1,449	803	237	409	31
		IM240	6,306	76.42%	81.13%	16.80%	2.07%	20.67%	55.42%	16.36%	28.23%	0.44%.
				4,734	3,739	884	111	1,429	785	235	409	31
		Basic Idle	6	75.07%	78.98%	18.67%	2.34%	22.66%	54.93%	16.45%	28.62%	0.49%.
				0	0	0	0	1	1	0	0	0
		N/A	645	0.00%	0.00%	0.00%	0.00%	16.67%	100.00%	0.00%	0.00%	0.00%.
				624	608	16	0	19	17	2	0	0
	OTHER	OBD II	54	96.74%	97.44%	2.56%	0.00%	2.95%	89.47%	10.53%	0.00%	0.00%.
				0	0	0	0	0	0	0	0	0
		Basic Idle	105	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
				0	0	0	0	0	0	0	0	2
		N/A	30	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.90%.
				0	0	0	0	0	0	0	0	2
		Basic Idle	1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%.
				0	0	0	0	0	0	0	0	0
		N/A	74	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
				0	0	0	0	0	0	0	0	0
		Year Total:		66,321	49,224	39,007	8,163	2,054	15,138	7,743	2,426	4,969
					74.22%	79.24%	16.58%	4.17%	22.83%	51.15%	16.03%	32.82%
												297
												0.45%.
1997	LDGV	OBD II	12,745	9,188	7,387	1,349	452	2,939	1,527	504	908	46
				72.09%	80.40%	14.68%	4.92%	23.06%	51.96%	17.15%	30.89%	0.36%.
		IM240	12,039	8,667	6,885	1,330	452	2,888	1,481	499	908	46
				71.99%	79.44%	15.35%	5.22%	23.99%	51.28%	17.28%	31.44%	0.38%.
		Basic Idle	62	13	12	1	0	32	29	3	0	0
				20.97%	92.31%	7.69%	0.00%	51.61%	90.63%	9.38%	0.00%	0.00%.
	LDGT1	OBD II	532	508	490	18	0	19	17	2	0	0
				95.49%	96.46%	3.54%	0.00%	3.57%	89.47%	10.53%	0.00%	0.00%.
		N/A	112	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%.
		OBD II	5,028	3,692	2,963	553	176	1,125	649	172	304	14
				73.43%	80.25%	14.98%	4.77%	22.37%	57.69%	15.29%	27.02%	0.28%.
		Basic Idle	4,719	3,433	2,707	550	176	1,117	643	170	304	14
				72.75%	78.85%	16.02%	5.13%	23.67%	57.56%	15.22%	27.22%	0.30%.

1998	LDGT2	IM240	5	0	0	0	0	1	1	0	0	0
				0.00%	0.00%	0.00%	0.00%	20.00%	100.00%	0.00%	0.00%	0.00%
		Basic Idle	269	259	256	3	0	7	5	2	0	0
				96.28%	98.84%	1.16%	0.00%	2.60%	71.43%	28.57%	0.00%	0.00%
		N/A	35	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			1,506	1,111	905	171	35	330	180	71	79	6
				73.77%	81.46%	15.39%	3.15%	21.91%	54.55%	21.52%	23.94%	0.40%
		OBD II	1,369	1,000	800	165	35	322	172	71	79	6
				73.05%	80.00%	16.50%	3.50%	23.52%	53.42%	22.05%	24.53%	0.44%
	OTHER	IM240	1	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		Basic Idle	120	111	105	6	0	8	8	0	0	0
				92.50%	94.59%	5.41%	0.00%	6.67%	100.00%	0.00%	0.00%	0.00%
		N/A	16	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			44	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		OBD II	31	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		N/A	13	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:		19,323	13,991	11,255	2,073	663	4,394	2,356	747	1,291	66
				72.41%	80.44%	14.82%	4.74%	22.74%	53.62%	17.00%	29.38%	0.34%
LDGV		44,669	37,792	33,325	3,478	989	6,053	3,668	736	1,649	81	
			84.60%	88.18%	9.20%	2.62%	13.55%	60.60%	12.16%	27.24%	0.18%	
	OBD II	42,147	35,755	31,332	3,434	989	5,801	3,426	726	1,649	80	
			84.83%	87.63%	9.60%	2.77%	13.76%	59.06%	12.52%	28.43%	0.19%	
	IM240	284	72	72	0	0	198	192	6	0	0	
			25.35%	100.00%	0.00%	0.00%	69.72%	96.97%	3.03%	0.00%	0.00%	
	Two Speed Idle	7	2	2	0	0	5	5	0	0	0	
			28.57%	100.00%	0.00%	0.00%	71.43%	100.00%	0.00%	0.00%	0.00%	
	Basic Idle	2,017	1,963	1,919	44	0	49	45	4	0	1	
			97.32%	97.76%	2.24%	0.00%	2.43%	91.84%	8.16%	0.00%	0.05%	
	N/A	214	0	0	0	0	0	0	0	0	0	
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	LDGT1	23,746	19,821	17,286	2,033	502	3,477	2,053	449	975	69	
			83.47%	87.21%	10.26%	2.52%	14.64%	50.05%	12.01%	28.04%	0.20%	

			83.41%	81.21%	10.28%	2.33%	14.84%	59.03%	12.91%	28.04%	0.29%
	OBD II	22,131	18,359	15,860	1,997	502	3,437	2,018	444	975	68
			82.96%	86.39%	10.88%	2.73%	15.53%	58.71%	12.92%	28.37%	0.31%
	IM240	9	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Single Speed Idle	1	1	1	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	1,505	1,461	1,425	36	0	40	35	5	0	1
			97.08%	97.54%	2.46%	0.00%	2.66%	87.50%	12.50%	0.00%	0.07%
	N/A	100	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	7,432	6,366	5,643	581	142	944	609	119	216	16
			85.66%	88.64%	9.13%	2.23%	12.70%	64.51%	12.61%	22.88%	0.22%
	OBD II	6,721	5,707	4,996	569	142	927	596	115	216	16
			84.91%	87.54%	9.97%	2.49%	13.79%	64.29%	12.41%	23.30%	0.24%
	IM240	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	677	659	647	12	0	17	13	4	0	0
			97.34%	98.18%	1.82%	0.00%	2.51%	76.47%	23.53%	0.00%	0.00%
	N/A	33	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	192	1	0	1	0	2	0	2	0	3
			0.52%	0.00%	100.00%	0.00%	1.04%	0.00%	100.00%	0.00%	1.56%
	OBD II	26	0	0	0	0	0	0	0	0	3
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.54%
	Basic Idle	3	1	0	1	0	2	0	2	0	0
			33.33%	0.00%	100.00%	0.00%	66.67%	0.00%	100.00%	0.00%	0.00%
	N/A	163	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	76,039	63,980	56,254	6,093	1,633	10,476	6,330	1,306	2,840	169
			84.14%	87.92%	9.52%	2.55%	13.78%	60.42%	12.47%	27.11%	0.22%
1999											
	LDGV	11,817	9,666	8,446	893	327	1,763	1,059	260	444	27
			81.80%	87.38%	9.24%	3.38%	14.92%	60.07%	14.75%	25.18%	0.23%
	OBD II	11,268	9,213	8,008	878	327	1,746	1,043	259	444	27
			81.76%	86.92%	9.53%	3.55%	15.50%	59.74%	14.83%	25.43%	0.24%
	IM240	4	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Two Speed Idle	1	1	1	0	0	0	0	0	0	0

		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Single Speed Idle	1	1	1	0	0	0	0	0	0
		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	469	451	436	15	0	17	16	1	0
		96.16%	96.67%	3.33%	0.00%	3.62%	94.12%	5.88%	0.00%	0.00%
	N/A	74	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	5,023	4,293	3,814	357	122	617	421	72	124
		85.47%	88.84%	8.32%	2.84%	12.28%	68.23%	11.67%	20.10%	0.14%
	OBD II	4,725	4,022	3,548	352	122	610	415	71	124
		85.12%	88.21%	8.75%	3.03%	12.91%	68.03%	11.64%	20.33%	0.15%
	Basic Idle	278	271	266	5	0	7	6	1	0
		97.48%	98.15%	1.85%	0.00%	2.52%	85.71%	14.29%	0.00%	0.00%
	N/A	20	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	2,284	1,932	1,745	137	50	281	182	31	68
		84.59%	90.32%	7.09%	2.59%	12.30%	64.77%	11.03%	24.20%	0.04%
	OBD II	2,100	1,776	1,591	135	50	278	179	31	68
		84.57%	89.58%	7.60%	2.82%	13.24%	64.39%	11.15%	24.46%	0.05%
	Basic Idle	160	156	154	2	0	3	3	0	0
		97.50%	98.72%	1.28%	0.00%	1.88%	100.00%	0.00%	0.00%	0.00%
	N/A	24	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	54	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OBD II	32	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	22	0	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	19,178	15,891	14,005	1,387	499	2,661	1,662	363	636
		82.86%	88.13%	8.73%	3.14%	13.88%	62.46%	13.64%	23.90%	0.18%
2000										
	LDGV	49,124	43,930	40,339	2,941	650	4,508	3,164	406	938
		89.43%	91.83%	6.69%	1.48%	9.18%	70.19%	9.01%	20.81%	0.08%
	OBD II	46,537	41,675	38,176	2,849	650	4,410	3,067	405	938
		89.55%	91.60%	6.84%	1.56%	9.48%	69.55%	9.18%	21.27%	0.09%
	IM240	8	2	2	0	0	0	0	0	0
		25.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

2001	LDGT1	Basic Idle	2,356	2,253	2,161	92	0	98	97	1	0	0
				95.63%	95.92%	4.08%	0.00%	4.16%	98.98%	1.02%	0.00%	0.00%
		N/A	223	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			23,802	21,464	19,758	1,439	267	2,038	1,556	183	299	15
				90.18%	92.05%	6.70%	1.24%	8.56%	76.35%	8.98%	14.67%	0.06%
		OBD II	22,022	19,855	18,206	1,382	267	1,978	1,496	183	299	15
				90.16%	91.69%	6.96%	1.34%	8.98%	75.63%	9.25%	15.12%	0.07%
		IM240	4	0	0	0	0	1	1	0	0	0
				0.00%	0.00%	0.00%	0.00%	25.00%	100.00%	0.00%	0.00%	0.00%
	LDGT2	Basic Idle	1,669	1,609	1,552	57	0	59	59	0	0	0
				96.41%	96.46%	3.54%	0.00%	3.54%	100.00%	0.00%	0.00%	0.00%
		N/A	107	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			8,517	7,829	7,334	420	75	599	445	62	92	5
				91.92%	93.68%	5.36%	0.96%	7.03%	74.29%	10.35%	15.36%	0.06%
		OBD II	7,638	7,001	6,529	397	75	575	421	62	92	5
				91.66%	93.26%	5.67%	1.07%	7.53%	73.22%	10.78%	16.00%	0.07%
		Two Speed Idle	1	1	1	0	0	0	0	0	0	0
				100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	Basic Idle	852	827	804	23	0	24	24	0	0	0
				97.07%	97.22%	2.78%	0.00%	2.82%	100.00%	0.00%	0.00%	0.00%
		N/A	26	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			334	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		OBD II	33	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		N/A	301	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:		81,777	73,223	67,431	4,800	992	7,145	5,165	651	1,329	60
				89.54%	92.09%	6.56%	1.35%	8.74%	72.29%	9.11%	18.60%	0.07%
2001	LDGV		11,716	9,631	8,550	627	454	1,757	987	145	625	15
				82.20%	88.78%	6.51%	4.71%	15.00%	56.18%	8.25%	35.57%	0.13%
		OBD II	11,276	9,268	8,195	619	454	1,748	978	145	625	15
				82.19%	88.42%	6.68%	4.90%	15.50%	55.95%	8.30%	35.76%	0.13%
	Basic Idle		372	363	355	8	0	9	9	0	0	0

			91.58%	91.80%	2.20%	0.00%	2.42%	100.00%	0.00%	0.00%	0.00%
			0	0	0	0	0	0	0	0	0
LDGT1	N/A	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			4,512	3,888	387	237	1,055	608	83	364	10
OBD II	LDGT1	5,747	78.51%	86.17%	8.58%	5.25%	18.36%	57.63%	7.87%	34.50%	0.17%
			4,291	3,677	377	237	1,044	598	82	364	10
IM240	OBD II	5,470	78.45%	85.69%	8.79%	5.52%	19.09%	57.28%	7.85%	34.87%	0.18%
			0	0	0	0	0	0	0	0	0
Basic Idle	IM240	4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			221	211	10	0	11	10	1	0	0
N/A	Basic Idle	232	95.26%	95.48%	4.52%	0.00%	4.74%	90.91%	9.09%	0.00%	0.00%
			0	0	0	0	0	0	0	0	0
LDGT2	N/A	41	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			1,889	1,665	154	70	340	223	24	93	2
OBD II	LDGT2	2,297	82.24%	88.14%	8.15%	3.71%	14.80%	65.59%	7.06%	27.35%	0.09%
			1,727	1,516	141	70	326	209	24	93	2
Basic Idle	OBD II	2,100	82.24%	87.78%	8.16%	4.05%	15.52%	64.11%	7.36%	28.53%	0.10%
			162	149	13	0	14	14	0	0	0
N/A	Basic Idle	176	92.05%	91.98%	8.02%	0.00%	7.95%	100.00%	0.00%	0.00%	0.00%
			0	0	0	0	0	0	0	0	0
OTHER	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			0	0	0	0	0	0	0	0	0
OBD II	OTHER	86	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			0	0	0	0	0	0	0	0	0
N/A	OBD II	54	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			0	0	0	0	0	0	0	0	0
Year Total:	N/A	32	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			0	0	0	0	0	0	0	0	0
2002			80.78%	87.97%	7.29%	4.75%	15.88%	57.68%	7.99%	34.33%	0.14%
			19,846	16,032	14,103	1,168	761	3,152	1,818	252	1,082
LDGV		45,253	41,865	39,762	1,336	767	2,848	1,893	159	796	6
			92.51%	94.98%	3.19%	1.83%	6.29%	66.47%	5.58%	27.95%	0.01%
OBD II	LDGV	43,095	39,967	37,890	1,310	767	2,816	1,862	158	796	6
			92.74%	94.80%	3.28%	1.92%	6.53%	66.12%	5.61%	28.27%	0.01%
IM240	OBD II	6	0	0	0	0	5	4	1	0	0
			0.00%	0.00%	0.00%	0.00%	83.33%	80.00%	20.00%	0.00%	0.00%
Basic Idle	IM240	1,932	1,898	1,872	26	0	27	27	0	0	0
			98.24%	98.63%	1.37%	0.00%	1.40%	100.00%	0.00%	0.00%	0.00%
N/A	Basic Idle	220	0	0	0	0	0	0	0	0	0
			0	0	0	0	0	0	0	0	0

			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT1	27,061	24,862	23,370	1,061	431	1,905	1,405	85	415	9
			91.87%	94.00%	4.27%	1.73%	7.04%	73.75%	4.46%	21.78%	0.03%
	OBD II	25,221	23,193	21,746	1,016	431	1,856	1,357	84	415	9
			91.96%	93.76%	4.38%	1.86%	7.36%	73.11%	4.53%	22.36%	0.04%
	Basic Idle	1,722	1,669	1,624	45	0	49	48	1	0	0
			96.92%	97.30%	2.70%	0.00%	2.85%	97.96%	2.04%	0.00%	0.00%
	N/A	118	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2	10,426	9,404	8,688	557	159	907	678	36	193	1
			90.20%	92.39%	5.92%	1.69%	8.70%	74.75%	3.97%	21.28%	0.01%
	OBD II	9,445	8,505	7,817	529	159	876	647	36	193	1
			90.05%	91.91%	6.22%	1.87%	9.27%	73.86%	4.11%	22.03%	0.01%
	IM240	1	0	0	0	0	1	1	0	0	0
			0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%
	Basic Idle	930	899	871	28	0	30	30	0	0	0
			96.67%	96.89%	3.11%	0.00%	3.23%	100.00%	0.00%	0.00%	0.00%
	N/A	50	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER	432	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OBD II	47	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	385	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Year Total:	83,172	76,131	71,820	2,954	1,357	5,660	3,976	280	1,404	16
			91.53%	94.34%	3.88%	1.78%	6.81%	70.25%	4.95%	24.81%	0.02%
2003											
	LDGV	11,526	10,593	10,095	237	261	659	463	41	155	1
			91.91%	95.30%	2.24%	2.46%	5.72%	70.26%	6.22%	23.52%	0.01%
	OBD II	11,077	10,260	9,766	233	261	652	458	39	155	0
			92.62%	95.19%	2.27%	2.54%	5.89%	70.25%	5.98%	23.77%	0.00%
	IM240	2	0	0	0	0	1	1	0	0	0
			0.00%	0.00%	0.00%	0.00%	50.00%	100.00%	0.00%	0.00%	0.00%
	Two Speed Idle	1	0	0	0	0	1	0	1	0	0
			0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%
	Single Speed Idle	3	1	0	1	0	1	0	1	0	1
			33.33%	0.00%	100.00%	0.00%	33.33%	0.00%	100.00%	0.00%	33.33%

2004	LDGT1	Basic Idle	343	332	329	3	0	4	4	0	0	0
				96.79%	99.10%	0.90%	0.00%	1.17%	100.00%	0.00%	0.00%	0.00%
		N/A	100	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
			5,739	5,379	5,165	126	88	258	206	7	45	0
				93.73%	96.02%	2.34%	1.64%	4.50%	79.84%	2.71%	17.44%	0.00%
	OBD II		5,398	5,091	4,886	117	88	248	197	6	45	0
				94.31%	95.97%	2.30%	1.73%	4.59%	79.44%	2.42%	18.15%	0.00%
	Basic Idle		299	288	279	9	0	10	9	1	0	0
				96.32%	96.88%	3.13%	0.00%	3.34%	90.00%	10.00%	0.00%	0.00%
	N/A		42	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	LDGT2		3,163	2,981	2,881	60	40	124	95	4	25	0
				94.25%	96.65%	2.01%	1.34%	3.92%	76.61%	3.23%	20.16%	0.00%
	OBD II		2,932	2,774	2,678	56	40	121	92	4	25	0
				94.61%	96.54%	2.02%	1.44%	4.13%	76.03%	3.31%	20.66%	0.00%
	Basic Idle		211	207	203	4	0	3	3	0	0	0
				98.10%	98.07%	1.93%	0.00%	1.42%	100.00%	0.00%	0.00%	0.00%
	N/A		20	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OTHER		66	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OBD II		42	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A		24	0	0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2004	Year Total:		20,494	18,953	18,141	423	389	1,041	764	52	225	1
				92.48%	95.72%	2.23%	2.05%	5.08%	73.39%	5.00%	21.61%	0.00%
2004	LDGV		38,292	36,758	35,744	693	321	1,163	962	45	156	0
				95.99%	97.24%	1.89%	0.87%	3.04%	82.72%	3.87%	13.41%	0.00%
	OBD II		36,349	35,037	34,057	659	321	1,131	930	45	156	0
				96.39%	97.20%	1.88%	0.92%	3.11%	82.23%	3.98%	13.79%	0.00%
	IM240		1	1	1	0	0	0	0	0	0	0
				100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Two Speed Idle		2	2	0	2	0	0	0	0	0	0
				100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Single Speed Idle		2	1	0	1	0	1	1	0	0	0
				50.00%	0.00%	100.00%	0.00%	50.00%	100.00%	0.00%	0.00%	0.00%

			50.00%	0.00%	100.00%	0.00%	50.00%	100.00%	0.00%	0.00%	0.00%
			1,751	1,717	1,686	31	0	31	31	0	0
				98.06%	98.19%	1.81%	0.00%	1.77%	100.00%	0.00%	0.00%
				0	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				21,884	21,217	20,785	301	131	527	425	11
				96.95%	97.96%	1.42%	0.62%	2.41%	80.65%	2.09%	17.27%
				20,539	19,953	19,535	287	131	513	411	11
				97.15%	97.91%	1.44%	0.66%	2.50%	80.12%	2.14%	17.74%
				1,281	1,264	1,250	14	0	14	14	0
				98.67%	98.89%	1.11%	0.00%	1.09%	100.00%	0.00%	0.00%
				64	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				12,456	12,009	11,741	156	112	340	255	8
				96.41%	97.77%	1.30%	0.93%	2.73%	75.00%	2.35%	22.65%
				11,414	11,021	10,760	149	112	332	248	7
				96.56%	97.63%	1.35%	1.02%	2.91%	74.70%	2.11%	23.19%
				1,001	988	981	7	0	8	7	1
				98.70%	99.29%	0.71%	0.00%	0.80%	87.50%	12.50%	0.00%
				41	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				387	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				38	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				3	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				346	0	0	0	0	0	0	0
				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				95.84%	97.55%	1.64%	0.81%	2.78%	80.89%	3.15%	15.96%
2005				94.73%	96.85%	1.70%	1.45%	3.67%	80.04%	2.88%	17.08%
				12,852	12,246	11,856	208	182	480	383	14
				95.28%	96.82%	1.70%	1.49%	3.73%	79.79%	2.92%	17.29%
				1	1	1	0	0	0	0	0
				100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				314	308	302	6	0	6	6	0

2006	LDGT1	N/A	86	98.09%	98.05%	1.95%	0.00%	1.91%	100.00%	0.00%	0.00%	0.00%
				0	0	0	0	0	0	0	0	0
		LDGT1	5,385	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				5,168	5,043	66	59	149	117	4	28	0
		OBD II	4,924	95.97%	97.58%	1.28%	1.14%	2.77%	78.52%	2.68%	18.79%	0.00%
				4,752	4,630	63	59	147	115	4	28	0
		Basic Idle	420	96.51%	97.43%	1.33%	1.24%	2.99%	78.23%	2.72%	19.05%	0.00%
				416	413	3	0	2	2	0	0	0
		N/A	41	99.05%	99.28%	0.72%	0.00%	0.48%	100.00%	0.00%	0.00%	0.00%
				0	0	0	0	0	0	0	0	0
		LDGT2	1,913	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				1,839	1,803	17	19	40	32	0	8	0
		OBD II	1,812	96.13%	98.04%	0.92%	1.03%	2.09%	80.00%	0.00%	20.00%	0.00%
				1,751	1,715	17	19	40	32	0	8	0
		Basic Idle	88	96.63%	97.94%	0.97%	1.09%	2.21%	80.00%	0.00%	20.00%	0.00%
				88	88	0	0	0	0	0	0	0
		N/A	13	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				0	0	0	0	0	0	0	0	0
		OTHER	37	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				0	0	0	0	0	0	0	0	0
		OBD II	35	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				0	0	0	0	0	0	0	0	0
		N/A	2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				0	0	0	0	0	0	0	0	0
		Year Total:		20,588	19,562	19,005	297	260	675	538	18	119
					95.02%	97.15%	1.52%	1.33%	3.28%	79.70%	2.67%	17.63%
	LDGV	LDGV	4,805	98.09%	98.05%	1.95%	0.00%	1.91%	100.00%	0.00%	0.00%	0.00%
				4,591	4,483	48	60	140	98	8	34	0
		OBD II	4,625	95.55%	97.65%	1.05%	1.31%	2.91%	70.00%	5.71%	24.29%	0.00%
				4,450	4,342	48	60	140	98	8	34	0
		Basic Idle	141	96.22%	97.57%	1.08%	1.35%	3.03%	70.00%	5.71%	24.29%	0.00%
				141	141	0	0	0	0	0	0	0
		N/A	39	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				0	0	0	0	0	0	0	0	0
		LDGT1	2,388	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
				2,259	2,191	25	43	94	67	1	26	0
					94.60%	96.99%	1.11%	1.90%	3.94%	71.28%	1.06%	27.66%

LDGT2	OBD II	2,269	2,155	2,087	25	43	93	66	1	26	0
			94.98%	96.84%	1.16%	2.00%	4.10%	70.97%	1.08%	27.96%	0.00%
	Basic Idle	106	104	104	0	0	1	1	0	0	0
			98.11%	100.00%	0.00%	0.00%	0.94%	100.00%	0.00%	0.00%	0.00%
	N/A	13	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		790	765	750	7	8	16	13	0	3	0
			96.84%	98.04%	0.92%	1.05%	2.03%	81.25%	0.00%	18.75%	0.00%
	OBD II	750	730	715	7	8	16	13	0	3	0
			97.33%	97.95%	0.96%	1.10%	2.13%	81.25%	0.00%	18.75%	0.00%
OTHER	Basic Idle	35	35	35	0	0	0	0	0	0	0
			100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	N/A	5	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
		14	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	OBD II	13	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Basic Idle	1	0	0	0	0	0	0	0	0	0
			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Year Total:		7,997	7,615	7,424	80	111	250	178	9	63	0
			95.22%	97.49%	1.05%	1.46%	3.13%	71.20%	3.60%	25.20%	0.00%
Overall Total:		670,626	562,639	504,309	49,047	9,283	86,051	47,549	24,220	14,282	1,496
			83.90%	89.63%	8.72%	1.65%	12.83%	55.26%	28.15%	16.60%	0.22%

Note: Counts for OBD II testing include test results that are valid for determining overall Pass/Fail. OBD II Advisory results are no longer included.

* Counts in this category may include Vehicle Test Records (VTR) with the result of A = Abort, R = Reissue, V = Voids and/ or W = Waivers.

Version 2.0

Save Report

Attachment 3

IDLE

MISSOURI**Initial Reinspection Idle****Emissions Failed Report**

06-Feb-2007 08:46:47

From: **01-Jan-2006** To: **31-Dec-2006**Stations: **1,2,3,4,5,6,7,8,9,10,11,12,15,16****Vehicle Type****LDGV** Light Duty Gas Vehicle**LDGT1** Light Duty Gas Truck less than 6,001 lbs**LDGT2** Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	Total Cars Tested	Emissions Failed	HC Failed	CO Failed
1981					
	LDGV	3	2	2	2
			66.67%	66.67%	66.67%
	LDGT1	4	1	0	1
			25.00%	0.00%	25.00%
	LDGT2	1	0	0	0
			0.00%	0.00%	0.00%
	Model Year Total:	8	3	2	3
			37.50%	25.00%	37.50%
1982					
	LDGV	5	5	5	4
			100.00%	100.00%	80.00%
	LDGT1	15	12	9	9
			80.00%	60.00%	60.00%
	LDGT2	6	4	4	1
			66.67%	66.67%	16.67%
	Model Year Total:	26	21	18	14
			80.77%	69.23%	53.85%
1983					
	LDGV	7	5	5	4
			71.43%	71.43%	57.14%
	LDGT1	4	2	0	2
			50.00%	0.00%	50.00%
	LDGT2	5	2	2	1
			40.00%	40.00%	20.00%
	Model Year Total:	16	9	7	7
			56.25%	43.75%	43.75%
1984					
	LDGV	21	7	4	6
			33.33%	19.05%	28.57%
	LDGT1	28	17	13	11
			60.71%	46.43%	39.29%
	LDGT2	30	18	15	10
			60.00%	50.00%	33.33%
	Model Year Total:	79	42	32	27
			53.16%	40.51%	34.18%
1985					
	LDGV	18	6	5	4
			33.33%	27.78%	22.22%
	LDGT1	20	13	11	9
			65.00%	55.00%	45.00%
	LDGT2	15	7	6	7

			46.67%	40.00%	46.67%
Model Year Total:	53	26	22	20	
		49.06%	41.51%	37.74%	
1986					
LDGV	23	11	9	9	
		47.83%	39.13%	39.13%	
LDGT1	54	24	21	18	
		44.44%	38.89%	33.33%	
LDGT2	28	10	7	3	
		35.71%	25.00%	10.71%	
Model Year Total:	105	45	37	30	
		42.86%	35.24%	28.57%	
1987					
LDGV	17	9	8	4	
		52.94%	47.06%	23.53%	
LDGT1	20	8	6	6	
		40.00%	30.00%	30.00%	
LDGT2	2	1	1	0	
		50.00%	50.00%	0.00%	
Model Year Total:	39	18	15	10	
		46.15%	38.46%	25.64%	
1988					
LDGV	36	11	11	5	
		30.56%	30.56%	13.89%	
LDGT1	50	22	19	16	
		44.00%	38.00%	32.00%	
LDGT2	22	13	9	11	
		59.09%	40.91%	50.00%	
Model Year Total:	108	46	39	32	
		42.59%	36.11%	29.63%	
1989					
LDGV	30	10	9	7	
		33.33%	30.00%	23.33%	
LDGT1	23	12	11	10	
		52.17%	47.83%	43.48%	
LDGT2	8	4	4	2	
		50.00%	50.00%	25.00%	
Model Year Total:	61	26	24	19	
		42.62%	39.34%	31.15%	
1990					
LDGV	42	13	12	10	
		30.95%	28.57%	23.81%	
LDGT1	41	16	13	10	
		39.02%	31.71%	24.39%	
LDGT2	25	12	11	5	
		48.00%	44.00%	20.00%	
Model Year Total:	108	41	36	25	
		37.96%	33.33%	23.15%	
1991					
LDGV	35	11	11	7	
		31.43%	31.43%	20.00%	

	LDGT1	29	11	10	7
			37.93%	34.48%	24.14%
	LDGT2	8	2	2	1
			25.00%	25.00%	12.50%
	Model Year Total:	72	24	23	15
			33.33%	31.94%	20.83%
1992					
	LDGV	79	21	21	8
			26.58%	26.58%	10.13%
	LDGT1	59	11	11	6
			18.64%	18.64%	10.17%
	LDGT2	35	7	6	2
			20.00%	17.14%	5.71%
	Model Year Total:	173	39	38	16
			22.54%	21.97%	9.25%
1993					
	LDGV	36	8	6	3
			22.22%	16.67%	8.33%
	LDGT1	17	6	6	2
			35.29%	35.29%	11.76%
	LDGT2	9	2	2	1
			22.22%	22.22%	11.11%
	Model Year Total:	62	16	14	6
			25.81%	22.58%	9.68%
1994					
	LDGV	84	15	14	7
			17.86%	16.67%	8.33%
	LDGT1	54	15	14	10
			27.78%	25.93%	18.52%
	LDGT2	53	18	17	5
			33.96%	32.08%	9.43%
	Model Year Total:	191	48	45	22
			25.13%	23.56%	11.52%
1995					
	LDGV	45	16	14	10
			35.56%	31.11%	22.22%
	LDGT1	16	4	4	1
			25.00%	25.00%	6.25%
	LDGT2	15	4	4	1
			26.67%	26.67%	6.67%
	Model Year Total:	76	24	22	12
			31.58%	28.95%	15.79%
1996					
	LDGV	47	4	4	2
			8.51%	8.51%	4.26%
	LDGT1	34	2	2	0
			5.88%	5.88%	0.00%
	LDGT2	17	1	1	1
			5.88%	5.88%	5.88%
	Model Year Total:	98	7	7	3
			7.14%	7.14%	3.06%

1997

LDGV	17	1	1	1
		5.88%	5.88%	5.88%
LDGT1	5	2	2	1
		40.00%	40.00%	20.00%
LDGT2	8	0	0	0
		0.00%	0.00%	0.00%
Model Year Total:	30	3	3	2
		10.00%	10.00%	6.67%

1998

LDGV	50	3	3	1
		6.00%	6.00%	2.00%
LDGT1	35	3	2	2
		8.57%	5.71%	5.71%
LDGT2	12	2	2	1
		16.67%	16.67%	8.33%
Model Year Total:	97	8	7	4
		8.25%	7.22%	4.12%

1999

LDGV	16	1	1	1
		6.25%	6.25%	6.25%
LDGT1	6	1	1	1
		16.67%	16.67%	16.67%
LDGT2	2	0	0	0
		0.00%	0.00%	0.00%
Model Year Total:	24	2	2	2
		8.33%	8.33%	8.33%

2000

LDGV	96	1	1	0
		1.04%	1.04%	0.00%
LDGT1	58	0	0	0
		0.00%	0.00%	0.00%
LDGT2	24	0	0	0
		0.00%	0.00%	0.00%
Model Year Total:	178	1	1	0
		0.56%	0.56%	0.00%

2001

LDGV	9	0	0	0
		0.00%	0.00%	0.00%
LDGT1	10	0	0	0
		0.00%	0.00%	0.00%
LDGT2	14	0	0	0
		0.00%	0.00%	0.00%
Model Year Total:	33	0	0	0
		0.00%	0.00%	0.00%

2002

LDGV	26	0	0	0
		0.00%	0.00%	0.00%
LDGT1	48	0	0	0
		0.00%	0.00%	0.00%
LDGT2	30	0	0	0

			0.00%	0.00%	0.00%
Model Year Total:	104	0	0	0	0
		0.00%	0.00%	0.00%	
2003					
LDGV	5	1	1	1	
		20.00%	20.00%	20.00%	
LDGT1	9	0	0	0	
		0.00%	0.00%	0.00%	
LDGT2	3	0	0	0	
		0.00%	0.00%	0.00%	
Model Year Total:	17	1	1	1	
		5.88%	5.88%	5.88%	
2004					
LDGV	32	0	0	0	
		0.00%	0.00%	0.00%	
LDGT1	14	0	0	0	
		0.00%	0.00%	0.00%	
LDGT2	7	0	0	0	
		0.00%	0.00%	0.00%	
Model Year Total:	53	0	0	0	
		0.00%	0.00%	0.00%	
2005					
LDGV	6	0	0	0	
		0.00%	0.00%	0.00%	
LDGT1	2	0	0	0	
		0.00%	0.00%	0.00%	
Model Year Total:	8	0	0	0	
		0.00%	0.00%	0.00%	
2006					
LDGT1	1	0	0	0	
		0.00%	0.00%	0.00%	
Model Year Total:	1	0	0	0	
		0.00%	0.00%	0.00%	
Summary by Vehicle Type					
Vehicle Type	Total Cars Tested	Emissions Failed	HC Failed	CO Failed	
LDGV:	785	161	147	96	
		20.51%	18.73%	12.23%	
LDGT1:	656	182	155	122	
		27.74%	23.63%	18.60%	
LDGT2:	379	107	93	52	
		28.23%	24.54%	13.72%	
Overall Total:	1,820	450	395	270	
		24.73%	21.70%	14.84%	

Version 1.2

Save Report

TRANSIENT

MISSOURI**Initial Reinspection Transient****Emissions Failed Report****Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

13-Feb-2007 15:49:39

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10

Model Year	Vehicle Type	All Cars Tested:	Emissions Failed	HC Failed	CO Failed	NOX Failed
1981						
	LDGV	24	17	17	10	5
			70.83%	70.83%	41.67%	20.83%
	LDGT1	10	5	5	2	2
			50.00%	50.00%	20.00%	20.00%
	LDGT2	2	0	0	0	0
			0.00%	0.00%	0.00%	0.00%
Model Year Total:		36	22	22	12	7
			61.11%	61.11%	33.33%	19.44%
1982						
	LDGV	176	97	94	49	42
			55.11%	53.41%	27.84%	23.86%
	LDGT1	43	14	14	8	1
			32.56%	32.56%	18.60%	2.33%
	LDGT2	15	5	3	2	1
			33.33%	20.00%	13.33%	6.67%
Model Year Total:		234	116	111	59	44
			49.57%	47.44%	25.21%	18.80%
1983						
	LDGV	90	54	49	37	25
			60.00%	54.44%	41.11%	27.78%
	LDGT1	20	5	4	3	1
			25.00%	20.00%	15.00%	5.00%
	LDGT2	8	4	4	2	2
			50.00%	50.00%	25.00%	25.00%
Model Year Total:		118	63	57	42	28
			53.39%	48.31%	35.59%	23.73%
1984						
	LDGV	504	316	277	198	139
			62.70%	54.96%	39.29%	27.58%
	LDGT1	169	75	74	41	12
			44.38%	43.79%	24.26%	7.10%
	LDGT2	86	42	42	21	9
			48.84%	48.84%	24.42%	10.47%
Model Year Total:		759	433	393	260	160
			57.05%	51.78%	34.26%	21.08%
1985						
	LDGV	231	155	142	91	77
			67.10%	61.47%	39.39%	33.33%
	LDGT1	91	53	52	30	11
			58.24%	57.14%	32.97%	12.09%
	LDGT2	30	18	17	13	2
			60.00%	56.67%	43.33%	6.67%
Model Year Total:		352	226	211	134	90
			64.20%	59.94%	38.07%	25.57%

			1985	1986	1987	1988	1989
1986							
	LDGV	761	411	375	217	193	
			54.01%	49.28%	28.52%	25.36%	
	LDGT1	263	122	119	64	19	
			46.39%	45.25%	24.33%	7.22%	
	LDGT2	149	72	71	44	13	
			48.32%	47.65%	29.53%	8.72%	
	Model Year Total:	1,173	605	565	325	225	
			51.58%	48.17%	27.71%	19.18%	
1987							
	LDGV	378	220	208	111	116	
			58.20%	55.03%	29.37%	30.69%	
	LDGT1	99	55	55	17	12	
			55.56%	55.56%	17.17%	12.12%	
	LDGT2	52	22	22	7	5	
			42.31%	42.31%	13.46%	9.62%	
	Model Year Total:	529	297	285	135	133	
			56.14%	53.88%	25.52%	25.14%	
1988							
	LDGV	1,106	529	472	232	273	
			47.83%	42.68%	20.98%	24.68%	
	LDGT1	369	152	144	37	83	
			41.19%	39.02%	10.03%	22.49%	
	LDGT2	165	63	62	22	26	
			38.18%	37.58%	13.33%	15.76%	
	Model Year Total:	1,640	744	678	291	382	
			45.37%	41.34%	17.74%	23.29%	
1989							
	LDGV	565	309	292	145	157	
			54.69%	51.68%	25.66%	27.79%	
	LDGT1	169	67	63	28	35	
			39.64%	37.28%	16.57%	20.71%	
	LDGT2	72	29	27	5	17	
			40.28%	37.50%	6.94%	23.61%	
	Model Year Total:	806	405	382	178	209	
			50.25%	47.39%	22.08%	25.93%	
1990							
	LDGV	1,572	723	648	320	406	
			45.99%	41.22%	20.36%	25.83%	
	LDGT1	415	148	139	51	76	
			35.66%	33.49%	12.29%	18.31%	
	LDGT2	146	54	53	12	18	
			36.99%	36.30%	8.22%	12.33%	
	Model Year Total:	2,133	925	840	383	500	
			43.37%	39.38%	17.96%	23.44%	
1991							
	LDGV	746	381	343	157	222	
			51.07%	45.98%	21.05%	29.76%	
	LDGT1	191	67	64	21	29	
			35.08%	33.51%	10.99%	15.18%	
	LDGT2	50	27	26	14	8	
			54.00%	52.00%	28.00%	16.00%	
	Model Year Total:	987	475	433	192	259	
			48.12%	44.87%	19.45%	26.24%	

			45.13%	43.51%	19.45%	20.24%
1992						
	LDGV	2,153	863	788	388	419
			40.08%	36.60%	18.02%	19.46%
	LDGT1	581	232	218	72	112
			39.93%	37.52%	12.39%	19.28%
	LDGT2	309	128	128	20	36
			41.42%	41.42%	6.47%	11.65%
	Model Year Total:	3,043	1,223	1,134	480	567
			40.19%	37.27%	15.77%	18.63%
1993						
	LDGV	890	383	341	158	208
			43.03%	38.31%	17.75%	23.37%
	LDGT1	207	81	77	25	38
			39.13%	37.20%	12.08%	18.36%
	LDGT2	89	39	39	3	6
			43.82%	43.82%	3.37%	6.74%
	Model Year Total:	1,186	503	457	186	252
			42.41%	38.53%	15.68%	21.25%
1994						
	LDGV	1,892	677	613	218	343
			35.78%	32.40%	11.52%	18.13%
	LDGT1	704	184	170	37	94
			26.14%	24.15%	5.26%	13.35%
	LDGT2	367	120	116	10	60
			32.70%	31.61%	2.72%	16.35%
	Model Year Total:	2,963	981	899	265	497
			33.11%	30.34%	8.94%	16.77%
1995						
	LDGV	832	316	300	105	143
			37.98%	36.06%	12.62%	17.19%
	LDGT1	249	86	76	17	46
			34.54%	30.52%	6.83%	18.47%
	LDGT2	128	52	50	7	22
			40.63%	39.06%	5.47%	17.19%
	Model Year Total:	1,209	454	426	129	211
			37.55%	35.24%	10.67%	17.45%
1996						
	LDGV	21	6	4	1	3
			28.57%	19.05%	4.76%	14.29%
	LDGT2	1	0	0	0	0
			0.00%	0.00%	0.00%	0.00%
	Model Year Total:	22	6	4	1	3
			27.27%	18.18%	4.55%	13.64%
1997						
	LDGV	18	0	0	0	0
			0.00%	0.00%	0.00%	0.00%
	Model Year Total:	18	0	0	0	0
			0.00%	0.00%	0.00%	0.00%
1998						
	LDGV	117	2	0	0	2
			1.71%	0.00%	0.00%	1.71%
	Model Year Total:	117	2	0	0	2
			1.71%	0.00%	0.00%	1.71%

2002

LDGV	3	0	0	0	0
		0.00%	0.00%	0.00%	0.00%
Model Year Total:	3	0	0	0	0
		0.00%	0.00%	0.00%	0.00%

2003

LDGV	1	0	0	0	0
		0.00%	0.00%	0.00%	0.00%
Model Year Total:	1	0	0	0	0
		0.00%	0.00%	0.00%	0.00%

Summary by Vehicle Type

Vehicle Type	All Cars Tested:	Emissions Failed	HC Failed	CO Failed	NOX Failed
LDGV:	12,080	5,459	4,963	2,437	2,773
		45.19%	41.08%	20.17%	22.96%
LDGT1:	3,580	1,346	1,274	453	571
		37.60%	35.59%	12.65%	15.95%
LDGT2:	1,669	675	660	182	225
		40.44%	39.54%	10.90%	13.48%
Overall Total:	17,329	7,480	6,897	3,072	3,569
		43.16%	39.80%	17.73%	20.60%

Version 1.2

Save Report

Attachment 4

IDLE

MISSOURI**Initial Reinspection Idle****Emissions Passed Report****Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

06-Feb-2007 09:54:59

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16

Model Year	Vehicle Type	Total Cars Tested	Emissions Passed	HC Passed	CO Passed
1981					
	LDGV	3	1 33.33%	1 33.33%	1 33.33%
	LDGT1	4	3 75.00%	4 100.00%	3 75.00%
	LDGT2	1	1 100.00%	1 100.00%	1 100.00%
Model Year Total:		8	5 62.50%	6 75.00%	5 62.50%
1982					
	LDGV	5	0 0.00%	0 0.00%	1 20.00%
	LDGT1	15	3 20.00%	6 40.00%	6 40.00%
	LDGT2	6	2 33.33%	2 33.33%	5 83.33%
Model Year Total:		26	5 19.23%	8 30.77%	12 46.15%
1983					
	LDGV	7	2 28.57%	2 28.57%	3 42.86%
	LDGT1	4	2 50.00%	4 100.00%	2 50.00%
	LDGT2	5	3 60.00%	3 60.00%	4 80.00%
Model Year Total:		16	7 43.75%	9 56.25%	9 56.25%
1984					
	LDGV	21	14 66.67%	17 80.95%	15 71.43%
	LDGT1	28	11 39.29%	15 53.57%	17 60.71%
	LDGT2	30	12 40.00%	15 50.00%	20 66.67%
Model Year Total:		79	37 46.84%	47 59.49%	52 65.82%
1985					
	LDGV	18	12 66.67%	13 72.22%	14 77.78%
	LDGT1	20	7 35.00%	9 45.00%	11 55.00%
	LDGT2	15	8 53.33%	9 60.00%	8 53.33%

			53.53%	60.00%	53.53%
Model Year Total:	53	27	31	33	
		50.94%	58.49%	62.26%	
1986					
LDGV	23	12	14	14	
		52.17%	60.87%	60.87%	
LDGT1	54	30	33	36	
		55.56%	61.11%	66.67%	
LDGT2	28	18	21	25	
		64.29%	75.00%	89.29%	
Model Year Total:	105	60	68	75	
		57.14%	64.76%	71.43%	
1987					
LDGV	17	8	9	13	
		47.06%	52.94%	76.47%	
LDGT1	20	12	14	14	
		60.00%	70.00%	70.00%	
LDGT2	2	1	1	2	
		50.00%	50.00%	100.00%	
Model Year Total:	39	21	24	29	
		53.85%	61.54%	74.36%	
1988					
LDGV	36	25	25	31	
		69.44%	69.44%	86.11%	
LDGT1	50	28	31	34	
		56.00%	62.00%	68.00%	
LDGT2	22	9	13	11	
		40.91%	59.09%	50.00%	
Model Year Total:	108	62	69	76	
		57.41%	63.89%	70.37%	
1989					
LDGV	30	20	21	23	
		66.67%	70.00%	76.67%	
LDGT1	23	11	12	13	
		47.83%	52.17%	56.52%	
LDGT2	8	4	4	6	
		50.00%	50.00%	75.00%	
Model Year Total:	61	35	37	42	
		57.38%	60.66%	68.85%	
1990					
LDGV	42	29	30	32	
		69.05%	71.43%	76.19%	
LDGT1	41	25	28	31	
		60.98%	68.29%	75.61%	
LDGT2	25	13	14	20	
		52.00%	56.00%	80.00%	
Model Year Total:	108	67	72	83	
		62.04%	66.67%	76.85%	
1991					
LDGV	35	24	24	28	
		68.57%	68.57%	80.00%	
LDGT1	29	18	19	22	

			62.07%	65.52%	75.86%
	LDGT2	8	6	6	7
			75.00%	75.00%	87.50%
	Model Year Total:	72	48	49	57
			66.67%	68.06%	79.17%
1992					
	LDGV	79	58	58	71
			73.42%	73.42%	89.87%
	LDGT1	59	48	48	53
			81.36%	81.36%	89.83%
	LDGT2	35	28	29	33
			80.00%	82.86%	94.29%
	Model Year Total:	173	134	135	157
			77.46%	78.03%	90.75%
1993					
	LDGV	36	28	30	33
			77.78%	83.33%	91.67%
	LDGT1	17	11	11	15
			64.71%	64.71%	88.24%
	LDGT2	9	7	7	8
			77.78%	77.78%	88.89%
	Model Year Total:	62	46	48	56
			74.19%	77.42%	90.32%
1994					
	LDGV	84	69	70	77
			82.14%	83.33%	91.67%
	LDGT1	54	39	40	44
			72.22%	74.07%	81.48%
	LDGT2	53	35	36	48
			66.04%	67.92%	90.57%
	Model Year Total:	191	143	146	169
			74.87%	76.44%	88.48%
1995					
	LDGV	45	29	31	35
			64.44%	68.89%	77.78%
	LDGT1	16	12	12	15
			75.00%	75.00%	93.75%
	LDGT2	15	11	11	14
			73.33%	73.33%	93.33%
	Model Year Total:	76	52	54	64
			68.42%	71.05%	84.21%
1996					
	LDGV	47	43	43	45
			91.49%	91.49%	95.74%
	LDGT1	34	32	32	34
			94.12%	94.12%	100.00%
	LDGT2	17	16	16	16
			94.12%	94.12%	94.12%
	Model Year Total:	98	91	91	95
			92.86%	92.86%	96.94%
1997					

	LDGV	17	16	16	16
			94.12%	94.12%	94.12%
	LDGT1	5	3	3	4
			60.00%	60.00%	80.00%
	LDGT2	8	8	8	8
			100.00%	100.00%	100.00%
	Model Year Total:	30	27	27	28
			90.00%	90.00%	93.33%
1998					
	LDGV	50	47	47	49
			94.00%	94.00%	98.00%
	LDGT1	35	32	33	33
			91.43%	94.29%	94.29%
	LDGT2	12	10	10	11
			83.33%	83.33%	91.67%
	Model Year Total:	97	89	90	93
			91.75%	92.78%	95.88%
1999					
	LDGV	16	15	15	15
			93.75%	93.75%	93.75%
	LDGT1	6	5	5	5
			83.33%	83.33%	83.33%
	LDGT2	2	2	2	2
			100.00%	100.00%	100.00%
	Model Year Total:	24	22	22	22
			91.67%	91.67%	91.67%
2000					
	LDGV	96	95	95	96
			98.96%	98.96%	100.00%
	LDGT1	58	58	58	58
			100.00%	100.00%	100.00%
	LDGT2	24	24	24	24
			100.00%	100.00%	100.00%
	Model Year Total:	178	177	177	178
			99.44%	99.44%	100.00%
2001					
	LDGV	9	9	9	9
			100.00%	100.00%	100.00%
	LDGT1	10	10	10	10
			100.00%	100.00%	100.00%
	LDGT2	14	14	14	14
			100.00%	100.00%	100.00%
	Model Year Total:	33	33	33	33
			100.00%	100.00%	100.00%
2002					
	LDGV	26	26	26	26
			100.00%	100.00%	100.00%
	LDGT1	48	48	48	48
			100.00%	100.00%	100.00%
	LDGT2	30	30	30	30
			100.00%	100.00%	100.00%
	Model Year Total:	104	104	104	104

Model Year Total:		104	104	104	104
			100.00%	100.00%	100.00%
2003					
LDGV	5	4	4	4	
		80.00%	80.00%	80.00%	
LDGT1	9	9	9	9	
		100.00%	100.00%	100.00%	
LDGT2	3	3	3	3	
		100.00%	100.00%	100.00%	
Model Year Total:	17	16	16	16	
		94.12%	94.12%	94.12%	
2004					
LDGV	32	32	32	32	
		100.00%	100.00%	100.00%	
LDGT1	14	14	14	14	
		100.00%	100.00%	100.00%	
LDGT2	7	7	7	7	
		100.00%	100.00%	100.00%	
Model Year Total:	53	53	53	53	
		100.00%	100.00%	100.00%	
2005					
LDGV	6	6	6	6	
		100.00%	100.00%	100.00%	
LDGT1	2	2	2	2	
		100.00%	100.00%	100.00%	
Model Year Total:	8	8	8	8	
		100.00%	100.00%	100.00%	
2006					
LDGT1	1	1	1	1	
		100.00%	100.00%	100.00%	
Model Year Total:	1	1	1	1	
		100.00%	100.00%	100.00%	

Summary by Vehicle Type

Vehicle Type	Total Cars Tested	Emissions Passed	HC Passed	CO Passed
LDGV:	785	624	638	689
		79.49%	81.27%	87.77%
LDGT1:	656	474	501	534
		72.26%	76.37%	81.40%
LDGT2:	379	272	286	327
		71.77%	75.46%	86.28%
Overall Total:	1,820	1,370	1,425	1,550
		75.27%	78.30%	85.16%

Version 1.2

[Save Report](#)

TRANSIENT

MISSOURI**Initial Reinspection Transient****Emissions Passed Report****Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,000 lbs

LDGT2 Light Duty Gas Truck between 6,000 and 8,500 lbs

06-Feb-2007 08:54:15

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10

Model Year	Vehicle Type	All Cars Tested:	Emissions Passed	HC Passed	CO Passed	NOX Passed
1981						
	LDGV	24	7	7	14	19
			29.17%	29.17%	58.33%	79.17%
	LDGT1	10	5	5	8	8
			50.00%	50.00%	80.00%	80.00%
	LDGT2	2	2	2	2	2
			100.00%	100.00%	100.00%	100.00%
Model Year Total:		36	14	14	24	29
			38.89%	38.89%	66.67%	80.56%
1982						
	LDGV	176	79	82	127	134
			44.89%	46.59%	72.16%	76.14%
	LDGT1	43	29	29	35	42
			67.44%	67.44%	81.40%	97.67%
	LDGT2	15	10	12	13	14
			66.67%	80.00%	86.67%	93.33%
Model Year Total:		234	118	123	175	190
			50.43%	52.56%	74.79%	81.20%
1983						
	LDGV	90	36	41	53	65
			40.00%	45.56%	58.89%	72.22%
	LDGT1	20	15	16	17	19
			75.00%	80.00%	85.00%	95.00%
	LDGT2	8	4	4	6	6
			50.00%	50.00%	75.00%	75.00%
Model Year Total:		118	55	61	76	90
			46.61%	51.69%	64.41%	76.27%
1984						
	LDGV	504	188	227	306	365
			37.30%	45.04%	60.71%	72.42%
	LDGT1	169	94	95	128	157
			55.62%	56.21%	75.74%	92.90%
	LDGT2	86	44	44	65	77
			51.16%	51.16%	75.58%	89.53%
Model Year Total:		759	326	366	499	599
			42.95%	48.22%	65.74%	78.92%
1985						
	LDGV	231	76	89	140	154
			32.90%	38.53%	60.61%	66.67%
	LDGT1	91	38	39	61	80
			41.76%	42.86%	67.03%	87.91%
	LDGT2	30	12	13	17	28

			40.00%	43.33%	56.67%	93.33%
Model Year Total:	352	126	141	218	262	
		35.80%	40.06%	61.93%	74.43%	
1986						
LDGV	761	350	386	544	568	
		45.99%	50.72%	71.48%	74.64%	
LDGT1	263	141	144	199	244	
		53.61%	54.75%	75.67%	92.78%	
LDGT2	149	77	78	105	136	
		51.68%	52.35%	70.47%	91.28%	
Model Year Total:	1,173	568	608	848	948	
		48.42%	51.83%	72.29%	80.82%	
1987						
LDGV	378	158	170	267	262	
		41.80%	44.97%	70.63%	69.31%	
LDGT1	99	44	44	82	87	
		44.44%	44.44%	82.83%	87.88%	
LDGT2	52	30	30	45	47	
		57.69%	57.69%	86.54%	90.38%	
Model Year Total:	529	232	244	394	396	
		43.86%	46.12%	74.48%	74.86%	
1988						
LDGV	1,106	577	634	874	833	
		52.17%	57.32%	79.02%	75.32%	
LDGT1	369	217	225	332	286	
		58.81%	60.98%	89.97%	77.51%	
LDGT2	165	102	103	143	139	
		61.82%	62.42%	86.67%	84.24%	
Model Year Total:	1,640	896	962	1,349	1,258	
		54.63%	58.66%	82.26%	76.71%	
1989						
LDGV	565	256	273	420	408	
		45.31%	48.32%	74.34%	72.21%	
LDGT1	169	102	106	141	134	
		60.36%	62.72%	83.43%	79.29%	
LDGT2	72	43	45	67	55	
		59.72%	62.50%	93.06%	76.39%	
Model Year Total:	806	401	424	628	597	
		49.75%	52.61%	77.92%	74.07%	
1990						
LDGV	1,572	849	924	1,252	1,166	
		54.01%	58.78%	79.64%	74.17%	
LDGT1	415	267	276	364	339	
		64.34%	66.51%	87.71%	81.69%	
LDGT2	146	92	93	134	128	
		63.01%	63.70%	91.78%	87.67%	
Model Year Total:	2,133	1,208	1,293	1,750	1,633	
		56.63%	60.62%	82.04%	76.56%	
1991						
LDGV	746	365	403	589	524	
		48.93%	54.02%	78.95%	70.24%	

	LDGT1	191	124	127	170	162
			64.92%	66.49%	89.01%	84.82%
	LDGT2	50	23	24	36	42
			46.00%	48.00%	72.00%	84.00%
	Model Year Total:	987	512	554	795	728
			51.87%	56.13%	80.55%	73.76%
1992						
	LDGV	2,153	1,290	1,365	1,765	1,734
			59.92%	63.40%	81.98%	80.54%
	LDGT1	581	349	363	509	469
			60.07%	62.48%	87.61%	80.72%
	LDGT2	309	181	181	289	273
			58.58%	58.58%	93.53%	88.35%
	Model Year Total:	3,043	1,820	1,909	2,563	2,476
			59.81%	62.73%	84.23%	81.37%
1993						
	LDGV	890	507	549	732	682
			56.97%	61.69%	82.25%	76.63%
	LDGT1	207	126	130	182	169
			60.87%	62.80%	87.92%	81.64%
	LDGT2	89	50	50	86	83
			56.18%	56.18%	96.63%	93.26%
	Model Year Total:	1,186	683	729	1,000	934
			57.59%	61.47%	84.32%	78.75%
1994						
	LDGV	1,892	1,215	1,279	1,674	1,549
			64.22%	67.60%	88.48%	81.87%
	LDGT1	704	520	534	667	610
			73.86%	75.85%	94.74%	86.65%
	LDGT2	367	247	251	357	307
			67.30%	68.39%	97.28%	83.65%
	Model Year Total:	2,963	1,982	2,064	2,698	2,466
			66.89%	69.66%	91.06%	83.23%
1995						
	LDGV	832	516	532	727	689
			62.02%	63.94%	87.38%	82.81%
	LDGT1	249	163	173	232	203
			65.46%	69.48%	93.17%	81.53%
	LDGT2	128	76	78	121	106
			59.38%	60.94%	94.53%	82.81%
	Model Year Total:	1,209	755	783	1,080	998
			62.45%	64.76%	89.33%	82.55%
1996						
	LDGV	21	15	17	20	18
			71.43%	80.95%	95.24%	85.71%
	LDGT2	1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%
	Model Year Total:	22	16	18	21	19
			72.73%	81.82%	95.45%	86.36%
1997						
	LDGV	18	18	18	18	18
			100.00%	100.00%	100.00%	100.00%

Model Year Total:		18	18	18	18	18
			100.00%	100.00%	100.00%	100.00%
1998						
LDGV	117	115	117	117	115	
		98.29%	100.00%	100.00%	98.29%	
Model Year Total:		117	115	117	117	115
			98.29%	100.00%	100.00%	98.29%
2002						
LDGV	3	3	3	3	3	
		100.00%	100.00%	100.00%	100.00%	
Model Year Total:		3	3	3	3	3
			100.00%	100.00%	100.00%	100.00%
2003						
LDGV	1	1	1	1	1	
		100.00%	100.00%	100.00%	100.00%	
Model Year Total:		1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%

Summary by Vehicle Type

Vehicle Type	All Cars Tested:	Emissions Passed	HC Passed	CO Passed	NOX Passed
LDGV:	12,080	6,621	7,117	9,643	9,307
		54.81%	58.92%	79.83%	77.04%
LDGT1:	3,580	2,234	2,306	3,127	3,009
		62.40%	64.41%	87.35%	84.05%
LDGT2:	1,669	994	1,009	1,487	1,444
		59.56%	60.46%	89.10%	86.52%
Overall Total:	17,329	9,849	10,432	14,257	13,760
		56.84%	60.20%	82.27%	79.40%

Version 1.2

Save Report

Attachment 5

IDLE

MISSOURI**Multiple Reinspection Idle****Emissions Passed Report**

06-Feb-2007 08:56:36

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	All Pass Fail Emissions	Passed Tests	HC Passed	CO Passed
1981					
	LDGV	4	0 0.00%	0 0.00%	0 0.00%
	LDGT1	2	2 100.00%	2 100.00%	2 100.00%
	Total for 1981:	6	2 33.33%	2 33.33%	2 33.33%
1982					
	LDGV	7	1 14.29%	2 28.57%	1 14.29%
	LDGT1	19	3 15.79%	8 42.11%	13 68.42%
	LDGT2	7	4 57.14%	4 57.14%	6 85.71%
	Total for 1982:	33	8 24.24%	14 42.42%	20 60.61%
1983					
	LDGV	11	7 63.64%	9 81.82%	7 63.64%
	LDGT1	9	2 22.22%	5 55.56%	2 22.22%
	LDGT2	5	3 60.00%	4 80.00%	4 80.00%
	Total for 1983:	25	12 48.00%	18 72.00%	13 52.00%
1984					
	LDGV	24	6 25.00%	7 29.17%	14 58.33%
	LDGT1	16	6 37.50%	6 37.50%	10 62.50%
	LDGT2	18	7 38.89%	10 55.56%	10 55.56%
	Total for 1984:	58	19 32.76%	23 39.66%	34 58.62%
1985					
	LDGV	10	6 60.00%	6 60.00%	9 90.00%
	LDGT1	12	7 58.33%	10 83.33%	8 66.67%
	LDGT2	12	4	7	5

			33.33%	58.33%	41.67%
	Total for 1985:	34	17	23	22
			50.00%	67.65%	64.71%
1986					
	LDGV	15	5	7	8
			33.33%	46.67%	53.33%
	LDGT1	57	11	22	27
			19.30%	38.60%	47.37%
	LDGT2	15	8	9	12
			53.33%	60.00%	80.00%
	Total for 1986:	87	24	38	47
			27.59%	43.68%	54.02%
1987					
	LDGV	7	2	2	4
			28.57%	28.57%	57.14%
	LDGT1	24	14	17	17
			58.33%	70.83%	70.83%
	LDGT2	3	1	1	2
			33.33%	33.33%	66.67%
	Total for 1987:	34	17	20	23
			50.00%	58.82%	67.65%
1988					
	LDGV	16	9	9	14
			56.25%	56.25%	87.50%
	LDGT1	44	20	27	25
			45.45%	61.36%	56.82%
	LDGT2	18	6	10	8
			33.33%	55.56%	44.44%
	Total for 1988:	78	35	46	47
			44.87%	58.97%	60.26%
1989					
	LDGV	14	3	5	5
			21.43%	35.71%	35.71%
	LDGT1	19	6	8	7
			31.58%	42.11%	36.84%
	LDGT2	7	2	3	3
			28.57%	42.86%	42.86%
	Total for 1989:	40	11	16	15
			27.50%	40.00%	37.50%
1990					
	LDGV	21	10	10	15
			47.62%	47.62%	71.43%
	LDGT1	25	16	21	16
			64.00%	84.00%	64.00%
	LDGT2	11	6	6	11
			54.55%	54.55%	100.00%
	Total for 1990:	57	32	37	42
			56.14%	64.91%	73.68%
1991					
	LDGV	11	7	7	9
			63.64%	63.64%	81.82%

	LDGV	14	1	1	8
			50.00%	50.00%	57.14%
	LDGT1	19	6	6	9
			31.58%	31.58%	47.37%
	LDGT2	3	2	2	3
			66.67%	66.67%	100.00%
	Total for 1991:	36	15	15	20
			41.67%	41.67%	55.56%
	1992				
	LDGV	43	17	17	26
			39.53%	39.53%	60.47%
	LDGT1	23	13	13	18
			56.52%	56.52%	78.26%
	LDGT2	10	5	6	8
			50.00%	60.00%	80.00%
	Total for 1992:	76	35	36	52
			46.05%	47.37%	68.42%
	1993				
	LDGV	21	13	13	16
			61.90%	61.90%	76.19%
	LDGT1	8	7	7	7
			87.50%	87.50%	87.50%
	LDGT2	6	2	2	3
			33.33%	33.33%	50.00%
	Total for 1993:	35	22	22	26
			62.86%	62.86%	74.29%
	1994				
	LDGV	22	11	13	16
			50.00%	59.09%	72.73%
	LDGT1	27	8	8	16
			29.63%	29.63%	59.26%
	LDGT2	26	13	13	24
			50.00%	50.00%	92.31%
	Total for 1994:	75	32	34	56
			42.67%	45.33%	74.67%
	1995				
	LDGV	23	14	14	17
			60.87%	60.87%	73.91%
	LDGT1	7	2	2	6
			28.57%	28.57%	85.71%
	LDGT2	13	5	5	11
			38.46%	38.46%	84.62%
	Total for 1995:	43	21	21	34
			48.84%	48.84%	79.07%
	1996				
	LDGV	5	4	4	5
			80.00%	80.00%	100.00%
	LDGT1	2	2	2	2
			100.00%	100.00%	100.00%
	LDGT2	2	1	1	1

	LDGT2	2	1	1	1
			50.00%	50.00%	50.00%
1996	Total for 1996:	9	7	7	8
			77.78%	77.78%	88.89%
1997					
	LDGV	2	1	1	1
			50.00%	50.00%	50.00%
	LDGT1	2	2	2	2
			100.00%	100.00%	100.00%
	Total for 1997:	4	3	3	3
			75.00%	75.00%	75.00%
1998					
	LDGV	4	3	3	4
			75.00%	75.00%	100.00%
	LDGT1	5	4	4	5
			80.00%	80.00%	100.00%
	LDGT2	5	3	3	5
			60.00%	60.00%	100.00%
	Total for 1998:	14	10	10	14
			71.43%	71.43%	100.00%
1999					
	LDGV	1	1	1	1
			100.00%	100.00%	100.00%
	LDGT1	1	1	1	1
			100.00%	100.00%	100.00%
	LDGT2	1	1	1	1
			100.00%	100.00%	100.00%
	Total for 1999:	3	3	3	3
			100.00%	100.00%	100.00%
2000					
	LDGV	2	2	2	2
			100.00%	100.00%	100.00%
	LDGT1	1	1	1	1
			100.00%	100.00%	100.00%
	Total for 2000:	3	3	3	3
			100.00%	100.00%	100.00%
2001					
	LDGT1	1	1	1	1
			100.00%	100.00%	100.00%
	Total for 2001:	1	1	1	1
			100.00%	100.00%	100.00%
2002					
	LDGV	1	1	1	1
			100.00%	100.00%	100.00%
	LDGT1	1	1	1	1
			100.00%	100.00%	100.00%
	Total for 2002:	2	2	2	2
			100.00%	100.00%	100.00%
2003					
	LDGV	1	0	0	1

			0.00%	0.00%	100.00%
	LDGT1	1	1	1	1
			100.00%	100.00%	100.00%
	Total for 2003:	2	1	1	2
			50.00%	50.00%	100.00%
2004					
	LDGT2	1	1	1	1
			100.00%	100.00%	100.00%
	Total for 2004:	1	1	1	1
			100.00%	100.00%	100.00%

Summary by Vehicle Type

Vehicle Type	All Pass Fail Emissions	Passed Tests	HC Passed	CO Passed
LDGV:	268	123	133	175
		45.90%	49.63%	65.30%
LDGT1:	325	136	175	197
		41.85%	53.85%	60.62%
LDGT2:	163	74	88	118
		45.40%	53.99%	72.39%
Overall Total:	756	333	396	490
		44.05%	52.38%	64.81%

Version 1.2

Save Report

TRANSIENT

MISSOURI**Multiple Reinspection Transient
Emissions Passed Report****Vehicle Type**

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

06-Feb-2007 08:58:50

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10

Model Year	Vehicle Type	All Pass Fail Transient Emissions	Passed Tests	HC Passed	CO Passed	NOX Passed
1981						
	LDGV	35	10	11	18	31
			28.57%	31.43%	51.43%	88.57%
	LDGT1	10	4	4	10	10
			40.00%	40.00%	100.00%	100.00%
	LDGT2	1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%
	Total for 1981:	46	15	16	29	42
			32.61%	34.78%	63.04%	91.30%
1982						
	LDGV	208	51	56	118	153
			24.52%	26.92%	56.73%	73.56%
	LDGT1	35	9	9	22	34
			25.71%	25.71%	62.86%	97.14%
	LDGT2	16	3	6	9	12
			18.75%	37.50%	56.25%	75.00%
	Total for 1982:	259	63	71	149	199
			24.32%	27.41%	57.53%	76.83%
1983						
	LDGV	137	36	41	66	86
			26.28%	29.93%	48.18%	62.77%
	LDGT1	4	2	2	2	3
			50.00%	50.00%	50.00%	75.00%
	LDGT2	5	1	1	3	3
			20.00%	20.00%	60.00%	60.00%
	Total for 1983:	146	39	44	71	92
			26.71%	30.14%	48.63%	63.01%

			26.89%	30.29%	49.46%	72.18%
1984						
	LDGV	647	174	196	320	467
			26.89%	30.29%	49.46%	72.18%
	LDGT1	155	46	46	77	145
			29.68%	29.68%	49.68%	93.55%
	LDGT2	84	23	23	47	73
			27.38%	27.38%	55.95%	86.90%
	Total for 1984:	886	243	265	444	685
			27.43%	29.91%	50.11%	77.31%
1985						
	LDGV	380	90	106	210	256
			23.68%	27.89%	55.26%	67.37%
	LDGT1	112	33	35	65	97
			29.46%	31.25%	58.04%	86.61%
	LDGT2	37	9	10	20	32
			24.32%	27.03%	54.05%	86.49%
	Total for 1985:	529	132	151	295	385
			24.95%	28.54%	55.77%	72.78%
1986						
	LDGV	793	219	255	451	567
			27.62%	32.16%	56.87%	71.50%
	LDGT1	271	72	76	177	230
			26.57%	28.04%	65.31%	84.87%
	LDGT2	183	57	62	88	159
			31.15%	33.88%	48.09%	86.89%
	Total for 1986:	1,247	348	393	716	956
			27.91%	31.52%	57.42%	76.66%
1987						
	LDGV	476	129	144	317	306
			27.10%	30.25%	66.60%	64.29%
	LDGT1	133	39	41	90	120
			29.32%	30.83%	67.67%	90.23%
	LDGT2	43	14	14	30	40
			32.56%	32.56%	69.77%	93.02%
	Total for 1987:	652	182	199	437	466
			27.91%	30.52%	67.02%	71.47%

1988

1988

LDGV	1,038	320	366	693	722
		30.83%	35.26%	66.76%	69.56%
LDGT1	232	105	107	208	174
		45.26%	46.12%	89.66%	75.00%
LDGT2	124	53	55	99	97
		42.74%	44.35%	79.84%	78.23%
Total for 1988:	1,394	478	528	1,000	993
		34.29%	37.88%	71.74%	71.23%

1989

LDGV	605	200	227	421	440
		33.06%	37.52%	69.59%	72.73%
LDGT1	140	52	55	103	94
		37.14%	39.29%	73.57%	67.14%
LDGT2	53	20	20	48	33
		37.74%	37.74%	90.57%	62.26%
Total for 1989:	798	272	302	572	567
		34.09%	37.84%	71.68%	71.05%

1990

LDGV	1,272	492	532	913	860
		38.68%	41.82%	71.78%	67.61%
LDGT1	245	105	107	201	185
		42.86%	43.67%	82.04%	75.51%
LDGT2	99	45	45	92	77
		45.45%	45.45%	92.93%	77.78%
Total for 1990:	1,616	642	684	1,206	1,122
		39.73%	42.33%	74.63%	69.43%

1991

LDGV	807	266	298	567	545
		32.96%	36.93%	70.26%	67.53%
LDGT1	124	52	53	106	97
		41.94%	42.74%	85.48%	78.23%
LDGT2	65	23	23	55	63
		35.38%	35.38%	84.62%	96.92%
Total for 1991:	996	341	374	728	705
		34.24%	37.55%	73.09%	70.78%

1992

LDGV	1,574	540	505	1,110	1,120
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	LDGV	1,574	34.43%	37.80%	70.65%	72.36%
			163	174	338	278
	LDGT1	386	42.23%	45.08%	87.56%	72.02%
			92	92	225	208
	LDGT2	250	36.80%	36.80%	90.00%	83.20%
1992	Total for 1992:	2,210	797	861	1,675	1,625
			36.06%	38.96%	75.79%	73.53%
1993	LDGV	729	252	283	549	485
			34.57%	38.82%	75.31%	66.53%
	LDGT1	172	62	62	137	116
			36.05%	36.05%	79.65%	67.44%
	LDGT2	84	37	37	78	74
1994			44.05%	44.05%	92.86%	88.10%
	Total for 1993:	985	351	382	764	675
			35.63%	38.78%	77.56%	68.53%
1994	LDGV	1,241	413	455	982	874
			33.28%	36.66%	79.13%	70.43%
	LDGT1	306	131	135	260	253
			42.81%	44.12%	84.97%	82.68%
	LDGT2	199	89	90	189	145
1995			44.72%	45.23%	94.97%	72.86%
	Total for 1994:	1,746	633	680	1,431	1,272
			36.25%	38.95%	81.96%	72.85%
1995	LDGV	595	205	222	503	425
			34.45%	37.31%	84.54%	71.43%
	LDGT1	165	73	78	148	119
			44.24%	47.27%	89.70%	72.12%
	LDGT2	97	37	39	92	65
1996			38.14%	40.21%	94.85%	67.01%
	Total for 1995:	857	315	339	743	609
			36.76%	39.56%	86.70%	71.06%
1996	LDGV	21	19	19	19	21
			90.48%	90.48%	90.48%	100.00%

			90.48%	90.48%	90.48%	100.00%
	LDGT1	1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%
	Total for 1996:	22	20	20	20	22
			90.91%	90.91%	90.91%	100.00%
1997						
	LDGV	14	11	11	11	14
			78.57%	78.57%	78.57%	100.00%
	LDGT1	1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%
	Total for 1997:	15	12	12	12	15
			80.00%	80.00%	80.00%	100.00%
1998						
	LDGV	81	78	79	81	79
			96.30%	97.53%	100.00%	97.53%
	Total for 1998:	81	78	79	81	79
			96.30%	97.53%	100.00%	97.53%
2000						
	LDGT1	1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%
	Total for 2000:	1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%
2002						
	LDGV	2	2	2	2	2
			100.00%	100.00%	100.00%	100.00%
	LDGT2	1	1	1	1	1
			100.00%	100.00%	100.00%	100.00%
	Total for 2002:	3	3	3	3	3
			100.00%	100.00%	100.00%	100.00%

Summary by Vehicle Type

Vehicle Type	All Pass Fail Transient Emissions	Passed Tests	HC Passed	CO Passed	NOX Passed
LDGV:	10,655	3,509	3,898	7,353	7,472
		32.93%	36.58%	69.01%	70.13%
LDGT1:	2,493	951	987	1,947	1,958
		38.15%	39.59%	78.10%	78.54%

LDGT2:	1,341	505	519	1,077	1,083
		37.66%	38.70%	80.31%	80.76%
Overall Total:	14,489	4,965	5,404	10,377	10,513
		34.27%	37.30%	71.62%	72.56%

Version 1.2

[Save Report](#)

Attachment 6

MISSOURI**Waiver Report**

02-Feb-2007 09:51:41

From: 01-Jan-2006 To: 31-Dec-2006

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

OTHER* May contain vehicles such as RSDs or Waivers where a type is not designated

Model Year	Vehicle Type	After 1st Fail		After 2nd Fail		After 3rd Fail		After 4th Fail		More than 4		Total
		Count	%	Count	%	Count	%	Count	%	Count	%	
1981												
	LDGV	0	0.00%	3	60.00%	0	0.00%	0	0.00%	2	40.00%	5
Model Year Total:		0	0.00%	3	60.00%	0	0.00%	0	0.00%	2	40.00%	5
1982												
	LDGV	0	0.00%	6	26.09%	6	26.09%	6	26.09%	5	21.74%	23
	LDGT1	0	0.00%	0	0.00%	2	66.67%	0	0.00%	1	33.33%	3
Model Year Total:		0	0.00%	6	23.08%	8	30.77%	6	23.08%	6	23.08%	26
1983												
	LDGV	0	0.00%	1	12.50%	1	12.50%	1	12.50%	5	62.50%	8
	LDGT1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
	LDGT2	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	1
Model Year Total:		0	0.00%	1	9.09%	2	18.18%	1	9.09%	7	63.64%	11
1984												
	LDGV	1	1.79%	16	28.57%	11	19.64%	8	14.29%	20	35.71%	56
	LDGT1	0	0.00%	3	27.27%	3	27.27%	1	9.09%	4	36.36%	11
	LDGT2	0	0.00%	1	14.29%	3	42.86%	0	0.00%	3	42.86%	7
Model Year Total:		1	1.35%	20	27.03%	17	22.97%	9	12.16%	27	36.49%	74
1985												
	LDGV	0	0.00%	3	14.29%	1	4.76%	5	23.81%	12	57.14%	21
	LDGT1	0	0.00%	2	50.00%	1	25.00%	0	0.00%	1	25.00%	4
	LDGT2	0	0.00%	0	0.00%	0	0.00%	1	33.33%	2	66.67%	3
Model Year Total:		0	0.00%	5	17.86%	2	7.14%	6	21.43%	15	53.57%	28
1986												
	LDGV	3	4.92%	11	18.03%	19	31.15%	9	14.75%	19	31.15%	61
	LDGT1	0	0.00%	4	30.77%	6	46.15%	1	7.69%	2	15.38%	13
	LDGT2	0	0.00%	1	10.00%	2	20.00%	2	20.00%	5	50.00%	10
Model Year Total:		3	3.57%	16	19.05%	27	32.14%	12	14.29%	26	30.95%	84
1987												
		-	-	-	-	-	-	-	-	-	-	-

Model Year Total:	1	2.13%	10	21.28%	11	23.40%	6	12.77%	19	40.43%	47
1994											
LDGV	0	0.00%	16	21.92%	13	17.81%	15	20.55%	29	39.73%	73
LDGT1	0	0.00%	7	30.43%	3	13.04%	7	30.43%	6	26.09%	23
LDGT2	0	0.00%	4	44.44%	1	11.11%	3	33.33%	1	11.11%	9
Model Year Total:	0	0.00%	27	25.71%	17	16.19%	25	23.81%	36	34.29%	105
1995											
LDGV	0	0.00%	7	26.92%	3	11.54%	7	26.92%	9	34.62%	26
LDGT1	0	0.00%	3	37.50%	2	25.00%	2	25.00%	1	12.50%	8
LDGT2	0	0.00%	1	25.00%	2	50.00%	0	0.00%	1	25.00%	4
Model Year Total:	0	0.00%	11	28.95%	7	18.42%	9	23.68%	11	28.95%	38
1996											
LDGV	4	1.91%	92	44.02%	50	23.92%	28	13.40%	35	16.75%	209
LDGT1	0	0.00%	23	41.82%	17	30.91%	7	12.73%	8	14.55%	55
LDGT2	0	0.00%	14	45.16%	5	16.13%	7	22.58%	5	16.13%	31
OTHER	0	0.00%	1	50.00%	0	0.00%	1	50.00%	0	0.00%	2
Model Year Total:	4	1.35%	130	43.77%	72	24.24%	43	14.48%	48	16.16%	297
1997											
LDGV	1	2.17%	8	17.39%	9	19.57%	15	32.61%	13	28.26%	46
LDGT1	0	0.00%	4	28.57%	3	21.43%	3	21.43%	4	28.57%	14
LDGT2	0	0.00%	0	0.00%	3	50.00%	2	33.33%	1	16.67%	6
Model Year Total:	1	1.52%	12	18.18%	15	22.73%	20	30.30%	18	27.27%	66
1998											
LDGV	1	1.23%	33	40.74%	22	27.16%	11	13.58%	14	17.28%	81
LDGT1	0	0.00%	34	49.28%	16	23.19%	7	10.14%	12	17.39%	69
LDGT2	0	0.00%	6	37.50%	5	31.25%	1	6.25%	4	25.00%	16
OTHER	1	33.33%	1	33.33%	1	33.33%	0	0.00%	0	0.00%	3
Model Year Total:	2	1.18%	74	43.79%	44	26.04%	19	11.24%	30	17.75%	169
1999											
LDGV	0	0.00%	12	44.44%	7	25.93%	1	3.70%	7	25.93%	27
LDGT1	1	14.29%	2	28.57%	1	14.29%	2	28.57%	1	14.29%	7
LDGT2	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	1
Model Year Total:	1	2.86%	15	42.86%	8	22.86%	3	8.57%	8	22.86%	35
2000											
LDGV	4	10.00%	19	47.50%	8	20.00%	5	12.50%	4	10.00%	40

LDGT1	0	0.00%	8	53.33%	4	26.67%	2	13.33%	1	6.67%	15
LDGT2	1	20.00%	2	40.00%	0	0.00%	1	20.00%	1	20.00%	5
Model Year Total:	5	8.33%	29	48.33%	12	20.00%	8	13.33%	6	10.00%	60
2001											
LDGV	1	6.67%	3	20.00%	3	20.00%	3	20.00%	5	33.33%	15
LDGT1	1	10.00%	3	30.00%	4	40.00%	0	0.00%	2	20.00%	10
LDGT2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
Model Year Total:	2	7.41%	6	22.22%	7	25.93%	3	11.11%	9	33.33%	27
2002											
LDGV	0	0.00%	1	16.67%	2	33.33%	1	16.67%	2	33.33%	6
LDGT1	0	0.00%	5	55.56%	2	22.22%	2	22.22%	0	0.00%	9
LDGT2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
Model Year Total:	0	0.00%	6	37.50%	4	25.00%	3	18.75%	3	18.75%	16
2003											
LDGV	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	1
Model Year Total:	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	1
2005											
LDGV	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	1
Model Year Total:	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	1

Summary by Vehicle Type

Vehicle Type	After 1st Fail		After 2nd Fail		After 3rd Fail		After 4th Fail		More than 4		Total
	Count	%	Count	%	Count	%	Count	%	Count	%	
LDGV:	15	1.43%	321	30.69%	227	21.70%	174	16.63%	309	29.54%	1,046
LDGT1:	2	0.64%	119	38.26%	78	25.08%	45	14.47%	67	21.54%	311
LDGT2:	1	0.76%	38	28.79%	31	23.48%	24	18.18%	38	28.79%	132
OTHER:	2	28.57%	3	42.86%	1	14.29%	1	14.29%	0	0.00%	7
Overall Total:	20	1.34%	481	32.15%	337	22.53%	244	16.31%	414	27.67%	1,496

* Counts in this category may include Vehicle Test Records (VTR) with the result of A = Abort, R = Reissue, V = Voids and/or W = Waivers.

Version 2.0

Attachment 7

MISSOURI**Basic Area OBD II/BAR 90/Gas Cap Test Correlation
by Model Year and Vehicle Type Report**

Tuesday, 13-Feb-2007 16:54:56

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 11,12,15,16

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

Passed OBD II**Failed OBD II**

Model Year	Vehicle Type	Total Overall Passed Tests	Emissions		Gas Cap (pressure test)		Total Overall Failed Tests	Emissions		Gas Cap (pressure test)	
			Pass	Fail	Pass	Fail		Pass	Fail	Pass	Fail
1996	LDGV	1,571	1,076	7	1,068	15	47	521	14	524	11
			99.35%	0.65%	98.61%	1.39%		97.38%	2.62%	97.94%	2.06%
	LDGT1	875	596	4	590	10	36	301	8	295	14
			99.33%	0.67%	98.33%	1.67%		97.41%	2.59%	95.47%	4.53%
	LDGT2	602	421	1	414	8	18	192	6	194	4
			99.76%	0.24%	98.10%	1.90%		96.97%	3.03%	97.98%	2.02%
	Total for 1996:	3,048	2,093	12	2,072	33	101	1,014	28	1,013	29
99.43%			0.57%	98.43%	1.57%	97.31%		2.69%	97.22%	2.78%	
1997	LDGV	478	338	3	334	7	17	148	5	151	2
			99.12%	0.88%	97.95%	2.05%		96.73%	3.27%	98.69%	1.31%
	LDGT1	253	193	2	193	2	5	62	1	63	0
			98.97%	1.03%	98.97%	1.03%		98.41%	1.59%	100.00%	0.00%
	LDGT2	107	84	0	81	3	5	28	0	26	2
			100.00%	0.00%	96.43%	3.57%		100.00%	0.00%	92.86%	7.14%
	Total for 1997:	838	615	5	608	12	27	238	6	240	4
99.19%			0.81%	98.06%	1.94%	97.54%		2.46%	98.36%	1.64%	
1998	LDGV	1,869	1,511	4	1,488	27	46	389	9	392	6
			99.74%	0.26%	98.22%	1.78%		97.74%	2.26%	98.49%	1.51%
	LDGT1	1,416	1,157	4	1,141	20	41	287	8	286	9
			99.66%	0.34%	98.28%	1.72%		97.29%	2.71%	96.95%	3.05%
	LDGT2	637	530	2	525	7	14	115	4	117	2
			99.62%	0.38%	98.68%	1.32%		96.64%	3.36%	98.32%	1.68%
	Total for 1998:	3,922	3,198	10	3,154	54	101	791	21	795	17
99.69%			0.31%	98.32%	1.68%	97.41%		2.59%	97.91%	2.09%	
1999	LDGV	423	362	0	350	12	15	75	1	74	2
			100.00%	0.00%	96.69%	3.31%		98.68%	1.32%	97.37%	2.63%
	LDGT1	267	235	0	233	2	6	36	2	36	2
			100.00%	0.00%	99.15%	0.85%		99.71%	0.29%	99.71%	0.29%

		100.00%	0.00%	99.13%	0.00%		97.14%	0.20%	97.14%	0.20%	
	LDGT2	151	128	0	128	0	2	25	0	23	2
			100.00%	0.00%	100.00%	0.00%		100.00%	0.00%	92.00%	8.00%
	Total for 1999:	841	725	0	711	14	23	136	3	133	6
			100.00%	0.00%	98.07%	1.93%		97.84%	2.16%	95.68%	4.32%
2000											
	LDGV	2,135	1,991	2	1,919	74	91	225	7	224	8
			99.90%	0.10%	96.29%	3.71%		96.98%	3.02%	96.55%	3.45%
	LDGT1	1,575	1,413	0	1,373	40	54	214	0	200	14
			100.00%	0.00%	97.17%	2.83%		100.00%	0.00%	93.46%	6.54%
	LDGT2	798	739	0	723	16	20	78	1	76	3
			100.00%	0.00%	97.83%	2.17%		98.73%	1.27%	96.20%	3.80%
	Total for 2000:	4,508	4,143	2	4,015	130	165	517	8	500	25
			99.95%	0.05%	96.86%	3.14%		98.48%	1.52%	95.24%	4.76%
2001											
	LDGV	345	312	0	305	7	8	41	0	40	1
			100.00%	0.00%	97.76%	2.24%		100.00%	0.00%	97.56%	2.44%
	LDGT1	207	192	1	186	7	10	23	1	23	1
			99.48%	0.52%	96.37%	3.63%		95.83%	4.17%	95.83%	4.17%
	LDGT2	155	144	0	138	6	11	22	0	17	5
			100.00%	0.00%	95.83%	4.17%		100.00%	0.00%	77.27%	22.73%
	Total for 2001:	707	648	1	629	20	29	86	1	80	7
			99.85%	0.15%	96.92%	3.08%		98.85%	1.15%	91.95%	8.05%
2002											
	LDGV	1,799	1,707	1	1,687	21	26	117	0	113	4
			99.94%	0.06%	98.77%	1.23%		100.00%	0.00%	96.58%	3.42%
	LDGT1	1,618	1,518	0	1,484	34	45	145	0	134	11
			100.00%	0.00%	97.76%	2.24%		100.00%	0.00%	92.41%	7.59%
	LDGT2	867	838	0	816	22	27	55	0	50	5
			100.00%	0.00%	97.37%	2.63%		100.00%	0.00%	90.91%	9.09%
	Total for 2002:	4,284	4,063	1	3,987	77	98	317	0	297	20
			99.98%	0.02%	98.11%	1.89%		100.00%	0.00%	93.69%	6.31%
2003											
	LDGV	309	300	0	297	3	3	10	0	10	0
			100.00%	0.00%	99.00%	1.00%		100.00%	0.00%	100.00%	0.00%
	LDGT1	278	279	0	270	9	10	9	0	8	1
			100.00%	0.00%	96.77%	3.23%		100.00%	0.00%	88.89%	11.11%
	LDGT2	197	195	0	192	3	4	6	0	5	1
			100.00%	0.00%	98.46%	1.54%		100.00%	0.00%	83.33%	16.67%
	Total for 2003:	784	774	0	759	15	17	25	0	23	2
			100.00%	0.00%	98.06%	1.94%		100.00%	0.00%	92.00%	8.00%
2004											
	LDGV	1,614	1,603	1	1,577	27	29	38	0	37	1
			99.94%	0.06%	98.32%	1.68%		100.00%	0.00%	97.37%	2.63%
	LDGT1	1,422	1,422	0	1,421	12	12	22	0	22	0
			100.00%	0.00%	99.93%	0.07%		100.00%	0.00%	100.00%	0.00%
	LDGT2	1,000	999	0	999	1	1	1	0	1	0
			100.00%	0.00%	99.90%	0.10%		100.00%	0.00%	100.00%	0.00%
	Total for 2004:	4,136	4,132	2	4,104	29	41	66	0	63	3
			100.00%	0.05%	99.23%	0.77%		100.00%	0.00%	99.88%	0.12%

2004	LDGT1	1,193	1,186	0	1,174	12	12	20	0	20	0
			100.00%	0.00%	98.99%	1.01%		100.00%	0.00%	100.00%	0.00%
	LDGT2	946	939	0	932	7	7	14	0	14	0
			100.00%	0.00%	99.25%	0.75%		100.00%	0.00%	100.00%	0.00%
	Total for 2004:	3,753	3,728	1	3,683	46	48	72	0	71	1
2005			99.97%	0.03%	98.77%	1.23%		100.00%	0.00%	98.61%	1.39%
	LDGV	291	295	0	289	6	6	2	0	2	0
			100.00%	0.00%	97.97%	2.03%		100.00%	0.00%	100.00%	0.00%
	LDGT1	390	386	0	383	3	3	7	0	7	0
			100.00%	0.00%	99.22%	0.78%		100.00%	0.00%	100.00%	0.00%
2006	LDGT2	84	84	0	84	0	0	0	0	0	0
			100.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
	Total for 2005:	765	765	0	756	9	9	9	0	9	0
			100.00%	0.00%	98.82%	1.18%		100.00%	0.00%	100.00%	0.00%
	LDGV	136	134	0	134	0	0	1	0	1	0
2007			100.00%	0.00%	100.00%	0.00%		100.00%	0.00%	100.00%	0.00%
	LDGT1	102	102	0	101	1	0	1	0	1	0
			100.00%	0.00%	99.02%	0.98%		100.00%	0.00%	100.00%	0.00%
	LDGT2	33	33	0	33	0	0	0	0	0	0
			100.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
2008	Total for 2006:	271	269	0	268	1	0	2	0	2	0
			100.00%	0.00%	99.63%	0.37%		100.00%	0.00%	100.00%	0.00%
	LDGV	3	3	0	3	0	0	0	0	0	0
			100.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
	Total for 2007:	3	3	0	3	0	0	0	0	0	0
Summary by Vehicle Type			100.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
	LDGV:	10,973	9,632	18	9,451	199	288	1,567	36	1,568	35
			99.81%	0.19%	97.94%	2.06%		97.75%	2.25%	97.82%	2.18%
	LDGT1:	8,174	7,257	11	7,128	140	222	1,105	20	1,073	52
			99.85%	0.15%	98.07%	1.93%		98.22%	1.78%	95.38%	4.62%
Overall	LDGT2:	4,577	4,135	3	4,066	72	108	535	11	522	24
			99.93%	0.07%	98.26%	1.74%		97.99%	2.01%	95.60%	4.40%
	Overall Total:	23,724	21,024	32	20,645	411	618	3,207	67	3,163	111
			99.85%	0.15%	98.05%	1.95%		97.95%	2.05%	96.61%	3.39%

Note: This report includes OBD II tests conducted at basic and enhanced test stations under EPA regulations that are no longer in effect at the enhanced test stations.

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Enhanced Area OBD II/Tailpipe/Gas Cap Test Correlation

by Model Year and Vehicle Type Report

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

06-Feb-2007 15:25:17

From:01-Jan-2006 To:31-Dec-2006

Model Year	Vehicle Type	Total Overall Passed Tests	Passed OBD II				Total Overall Failed/Reject Tests	Failed / Reject OBD II			
			Emissions		Gas Cap (pressure test)			Emissions		Gas Cap (pressure test)	
			Pass	Fail	Pass	Fail		Pass	Fail	Pass	Fail
1996	LDGV	28,166	1	0	28,173	442	11,387	0	0	10,722	229
			100.00%	0.00%	98.46%	1.54%		0.00%	0.00%	97.91%	2.09%
	LDGT1	10,405	0	0	10,414	196	4,299	0	0	4,016	89
			0.00%	0.00%	98.15%	1.85%		0.00%	0.00%	97.83%	2.17%
	LDGT2	4,480	0	0	4,482	98	1,625	0	0	1,483	45
			0.00%	0.00%	97.86%	2.14%		0.00%	0.00%	97.05%	2.95%
Total for 1996:	43,051	1	0	43,069	736	17,311	0	0	16,221	363	
		100.00%	0.00%	98.32%	1.68%		0.00%	0.00%	97.81%	2.19%	
1997	LDGV	8,300	0	0	8,314	147	3,162	0	0	2,960	61
			0.00%	0.00%	98.26%	1.74%		0.00%	0.00%	97.98%	2.02%
	LDGT1	3,312	0	0	3,317	71	1,194	0	0	1,093	33
			0.00%	0.00%	97.90%	2.10%		0.00%	0.00%	97.07%	2.93%
	LDGT2	962	0	0	962	24	347	0	0	320	6
			0.00%	0.00%	97.57%	2.43%		0.00%	0.00%	98.16%	1.84%
Total for 1997:	12,574	0	0	12,593	242	4,703	0	0	4,373	100	
		0.00%	0.00%	98.11%	1.89%		0.00%	0.00%	97.76%	2.24%	
1998	LDGV	34,470	0	0	34,477	418	6,729	0	0	6,196	123
			0.00%	0.00%	98.80%	1.20%		0.00%	0.00%	98.05%	1.95%
	LDGT1	17,740	0	0	17,746	257	3,879	0	0	3,554	70
			0.00%	0.00%	98.57%	1.43%		0.00%	0.00%	98.07%	1.93%
	LDGT2	5,563	0	0	5,564	91	1,036	0	0	933	12
			0.00%	0.00%	98.39%	1.61%		0.00%	0.00%	98.73%	1.27%
Total for 1998:	57,773	0	0	57,787	766	11,644	0	0	10,683	205	
		0.00%	0.00%	98.69%	1.31%		0.00%	0.00%	98.12%	1.88%	
1999	LDGV	8,978	0	0	8,995	143	1,885	0	0	1,710	35

			0.00%	0.00%	98.44%	1.56%		0.00%	0.00%	97.99%	2.01%
	LDGT1	3,928	0	0	3,931	58	665	0	0	603	5
			0.00%	0.00%	98.55%	1.45%		0.00%	0.00%	99.18%	0.82%
	LDGT2	1,756	0	0	1,761	22	282	0	0	259	2
			0.00%	0.00%	98.77%	1.23%		0.00%	0.00%	99.23%	0.77%
	Total for 1999:	14,662	0	0	14,687	223	2,832	0	0	2,572	42
			0.00%	0.00%	98.50%	1.50%		0.00%	0.00%	98.39%	1.61%
2000											
	LDGV	40,875	0	0	40,889	688	4,794	0	0	4,010	101
			0.00%	0.00%	98.35%	1.65%		0.00%	0.00%	97.54%	2.46%
	LDGT1	19,539	0	0	19,546	440	2,109	0	0	1,624	47
			0.00%	0.00%	97.80%	2.20%		0.00%	0.00%	97.19%	2.81%
	LDGT2	6,891	0	0	6,895	145	619	0	0	468	7
			0.00%	0.00%	97.94%	2.06%		0.00%	0.00%	98.53%	1.47%
	Total for 2000:	67,305	0	0	67,330	1,273	7,522	0	0	6,102	155
			0.00%	0.00%	98.14%	1.86%		0.00%	0.00%	97.52%	2.48%
2001											
	LDGV	9,100	0	0	9,121	102	1,827	0	0	1,699	30
			0.00%	0.00%	98.89%	1.11%		0.00%	0.00%	98.26%	1.74%
	LDGT1	4,238	0	0	4,249	124	1,054	0	0	898	39
			0.00%	0.00%	97.16%	2.84%		0.00%	0.00%	95.84%	4.16%
	LDGT2	1,704	0	0	1,711	69	324	0	0	233	23
			0.00%	0.00%	96.12%	3.88%		0.00%	0.00%	91.02%	8.98%
	Total for 2001:	15,042	0	0	15,081	295	3,205	0	0	2,830	92
			0.00%	0.00%	98.08%	1.92%		0.00%	0.00%	96.85%	3.15%
2002											
	LDGV	39,417	0	0	39,441	356	3,012	0	0	2,635	27
			0.00%	0.00%	99.11%	0.89%		0.00%	0.00%	98.99%	1.01%
	LDGT1	22,907	0	0	22,916	332	1,931	0	0	1,540	59
			0.00%	0.00%	98.57%	1.43%		0.00%	0.00%	96.31%	3.69%
	LDGT2	8,409	0	0	8,413	251	912	0	0	624	39
			0.00%	0.00%	97.10%	2.90%		0.00%	0.00%	94.12%	5.88%
	Total for 2002:	70,733	0	0	70,770	939	5,855	0	0	4,799	125
			0.00%	0.00%	98.69%	1.31%		0.00%	0.00%	97.46%	2.54%
2003											
	LDGV	10,128	0	0	10,152	83	683	0	0	593	10
			0.00%	0.00%	99.19%	0.81%		0.00%	0.00%	98.34%	1.66%
	LDGT1	5,034	0	0	5,040	63	256	0	0	188	6

		0.00%	0.00%	98.77%	1.23%		0.00%	0.00%	96.91%	3.09%
LDGT2	2,744	0	0	2,751	18	124	0	0	104	2
		0.00%	0.00%	99.35%	0.65%		0.00%	0.00%	98.11%	1.89%
Total for 2003:	17,906	0	0	17,943	164	1,063	0	0	885	18
		0.00%	0.00%	99.09%	0.91%		0.00%	0.00%	98.01%	1.99%
2004										
LDGV	34,667	0	0	34,688	365	1,170	0	0	787	18
		0.00%	0.00%	98.96%	1.04%		0.00%	0.00%	97.76%	2.24%
LDGT1	19,771	0	0	19,776	156	518	0	0	361	3
		0.00%	0.00%	99.22%	0.78%		0.00%	0.00%	99.18%	0.82%
LDGT2	10,919	0	0	10,926	76	342	0	0	265	2
		0.00%	0.00%	99.31%	0.69%		0.00%	0.00%	99.25%	0.75%
Total for 2004:	65,357	0	0	65,390	597	2,030	0	0	1,413	23
		0.00%	0.00%	99.10%	0.90%		0.00%	0.00%	98.40%	1.60%
2005										
LDGV	12,127	0	0	12,153	132	478	0	0	344	3
		0.00%	0.00%	98.93%	1.07%		0.00%	0.00%	99.14%	0.86%
LDGT1	4,703	0	0	4,707	30	154	0	0	124	0
		0.00%	0.00%	99.37%	0.63%		0.00%	0.00%	100.00%	0.00%
LDGT2	1,727	0	0	1,731	6	44	0	0	38	0
		0.00%	0.00%	99.65%	0.35%		0.00%	0.00%	100.00%	0.00%
Total for 2005:	18,557	0	0	18,591	168	676	0	0	506	3
		0.00%	0.00%	99.10%	0.90%		0.00%	0.00%	99.41%	0.59%
2006										
LDGV	4,427	0	0	4,434	26	149	0	0	123	1
		0.00%	0.00%	99.42%	0.58%		0.00%	0.00%	99.19%	0.81%
LDGT1	2,138	0	0	2,141	17	92	0	0	75	0
		0.00%	0.00%	99.21%	0.79%		0.00%	0.00%	100.00%	0.00%
LDGT2	726	0	0	727	3	18	0	0	14	1
		0.00%	0.00%	99.59%	0.41%		0.00%	0.00%	93.33%	6.67%
Total for 2006:	7,291	0	0	7,302	46	259	0	0	212	2
		0.00%	0.00%	99.37%	0.63%		0.00%	0.00%	99.07%	0.93%
2007										
LDGV	64	0	0	64	0	0	0	0	0	0
		0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
LDGT1	15	0	0	16	0	1	0	0	1	0
		0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	100.00%	0.00%
LDGT2	20	0	0	20	0	0	0	0	0	0

		0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%	0.00%
Total for 2007:		99	0	0	100	0	1	0	0	1
			0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	100.00%
2008										
LDGV		3	0	0	3	0	0	0	0	0
			0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%
Total for 2008:		3	0	0	3	0	0	0	0	0
			0.00%	0.00%	100.00%	0.00%		0.00%	0.00%	0.00%
Summary by Vehicle Type										
LDGV:		230,722	1	0	230,904	2,902	35,276	0	0	31,779
			100.00%	0.00%	98.76%	1.24%		0.00%	0.00%	98.03%
LDGT1:		113,730	0	0	113,799	1,744	16,152	0	0	14,077
			0.00%	0.00%	98.49%	1.51%		0.00%	0.00%	97.57%
LDGT2:		45,901	0	0	45,943	803	5,673	0	0	4,741
			0.00%	0.00%	98.28%	1.72%		0.00%	0.00%	97.15%
Overall Total:		390,353	1	0	390,646	5,449	57,101	0	0	50,597
			100.00%	0.00%	98.62%	1.38%		0.00%	0.00%	97.82%

Note: This report includes OBD II tests conducted at enhanced test stations under EPA regulations that were phased in at the enhanced test stations in December 2002.
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Attachment 8

MISSOURI**Enhanced Area****OBD II MIL vs. Codes, Bulb Check and Readiness Report**

13-Feb-2007 15:53:47

From: 01-Jan-2006 To:31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10

ations: 1,2,3,4,5,6,7,8,9,10									
Model Year	Vehicle Type	Total OBD II Tests	MIL Commanded On		MIL NOT Commanded On		Readiness Reject	Bulb Check	
			Codes	No Codes	Codes	No Codes		KOEO Fail	KOER Fail
1996									
	LDGV	39,566	5,591	72	4,009	29,501	4,979	1,139	4,645
			14.13%	0.18%	10.13%	74.56%	12.58%	2.88%	11.74%
	LDGT1	14,715	2,370	4	1,614	10,624	1,534	649	1,830
			16.11%	0.03%	10.97%	72.20%	10.42%	4.41%	12.44%
	LDGT2	6,108	922	0	613	4,546	528	406	585
			15.09%	0.00%	10.04%	74.43%	8.64%	6.65%	9.58%
Model Year Total:		60,389	8,883	76	6,236	44,671	7,041	2,194	7,060
			14.71%	65.52%	10.33%	73.97%	11.66%	3.63%	11.69%
1997									
	LDGV	11,482	1,548	2	1,177	8,646	1,371	335	1,286
			13.48%	0.02%	10.25%	75.30%	11.94%	2.92%	11.20%
	LDGT1	4,514	584	0	423	3,485	490	170	458
			12.94%	0.00%	9.37%	77.20%	10.86%	3.77%	10.15%
	LDGT2	1,312	191	0	96	1,017	116	71	137
			14.56%	0.00%	7.32%	77.52%	8.84%	5.41%	10.44%
Model Year Total:		17,308	2,323	2	1,696	13,148	1,977	576	1,881
			13.42%	1.72%	9.80%	75.96%	11.42%	3.33%	10.87%
1998									
	LDGV	41,214	3,468	2	2,983	34,376	2,657	358	3,191
			8.41%	0.00%	7.24%	83.41%	6.45%	0.87%	7.74%
	LDGT1	21,627	2,036	8	1,681	17,835	1,475	353	1,794
			9.41%	0.04%	7.77%	82.47%	6.82%	1.63%	8.30%
	LDGT2	6,600	546	0	472	5,551	359	135	443
			8.27%	0.00%	7.15%	84.11%	5.44%	2.05%	6.71%
Model Year Total:		69,441	6,050	10	5,136	57,762	4,491	846	5,428
			8.71%	8.62%	7.40%	83.18%	6.47%	1.22%	7.82%
1999									
	LDGV	10,883	884	2	780	9,103	781	111	787
			8.12%	0.02%	7.17%	83.64%	7.18%	1.02%	7.23%

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

		3,127	3,127	1,127	3,127	1,127	1,127	1,127
LDGT1	4,597	339	1	321	3,924	245	50	305
		7.37%	0.02%	6.98%	85.36%	5.33%	1.09%	6.63%
LDGT2	2,044	128	1	131	1,773	117	23	113
		6.26%	0.05%	6.41%	86.74%	5.72%	1.13%	5.53%
Model Year Total:	17,524	1,351	4	1,232	14,800	1,143	184	1,205
		7.71%	3.45%	7.03%	84.46%	6.52%	1.05%	6.88%
2000								
LDGV	45,688	2,262	8	2,654	40,397	1,609	175	2,153
		4.95%	0.02%	5.81%	88.42%	3.52%	0.38%	4.71%
LDGT1	21,657	1,007	3	1,613	18,943	572	71	969
		4.65%	0.01%	7.45%	87.47%	2.64%	0.33%	4.47%
LDGT2	7,515	273	2	279	6,901	169	29	250
		3.63%	0.03%	3.71%	91.83%	2.25%	0.39%	3.33%
Model Year Total:	74,860	3,542	13	4,546	66,241	2,350	275	3,372
		4.73%	11.21%	6.07%	88.49%	3.14%	0.37%	4.50%
2001								
LDGV	10,952	592	0	684	9,586	1,083	53	545
		5.41%	0.00%	6.25%	87.53%	9.89%	0.48%	4.98%
LDGT1	5,310	315	0	247	4,737	611	27	293
		5.93%	0.00%	4.65%	89.21%	11.51%	0.51%	5.52%
LDGT2	2,036	77	0	70	1,882	174	5	72
		3.78%	0.00%	3.44%	92.44%	8.55%	0.25%	3.54%
Model Year Total:	18,298	984	0	1,001	16,205	1,868	85	910
		5.38%	0.00%	5.47%	88.56%	10.21%	0.46%	4.97%
2002								
LDGV	42,459	966	3	1,921	39,346	1,564	42	943
		2.28%	0.01%	4.52%	92.67%	3.68%	0.10%	2.22%
LDGT1	24,847	697	1	1,205	22,861	854	32	679
		2.81%	0.00%	4.85%	92.01%	3.44%	0.13%	2.73%
LDGT2	9,327	266	2	222	8,794	366	18	253
		2.85%	0.02%	2.38%	94.29%	3.92%	0.19%	2.71%
Model Year Total:	76,633	1,929	6	3,348	71,001	2,784	92	1,875
		2.52%	5.17%	4.37%	92.65%	3.63%	0.12%	2.45%
2003								
LDGV	10,838	130	0	338	10,283	419	10	128
		1.20%	0.00%	3.12%	94.88%	3.87%	0.09%	1.18%
LDGT1	5,297	51	1	192	5,038	134	0	55
		0.96%	0.02%	3.62%	95.11%	2.53%	0.00%	1.04%

LDGT2	2,875	32	0	61	2,775	66	2	32
		1.11%	0.00%	2.12%	96.52%	2.30%	0.07%	1.11%
Model Year Total:	19,010	213	1	591	18,096	619	12	215
		1.12%	0.86%	3.11%	95.19%	3.26%	0.06%	1.13%
2004								
LDGV	35,858	221	3	803	34,641	481	11	209
		0.62%	0.01%	2.24%	96.61%	1.34%	0.03%	0.58%
LDGT1	20,296	102	1	539	19,596	224	7	104
		0.50%	0.00%	2.66%	96.55%	1.10%	0.03%	0.51%
LDGT2	11,269	46	0	126	11,049	190	6	47
		0.41%	0.00%	1.12%	98.05%	1.69%	0.05%	0.42%
Model Year Total:	67,423	369	4	1,468	65,286	895	24	360
		0.55%	3.45%	2.18%	96.83%	1.33%	0.04%	0.53%
2005								
LDGV	12,632	53	0	219	12,309	261	5	50
		0.42%	0.00%	1.73%	97.44%	2.07%	0.04%	0.40%
LDGT1	4,861	21	0	85	4,734	87	2	19
		0.43%	0.00%	1.75%	97.39%	1.79%	0.04%	0.39%
LDGT2	1,775	6	0	24	1,740	27	2	7
		0.34%	0.00%	1.35%	98.03%	1.52%	0.11%	0.39%
Model Year Total:	19,268	80	0	328	18,783	375	9	76
		0.42%	0.00%	1.70%	97.48%	1.95%	0.05%	0.39%
2006								
LDGV	4,584	10	0	67	4,477	96	1	12
		0.22%	0.00%	1.46%	97.67%	2.09%	0.02%	0.26%
LDGT1	2,233	6	0	37	2,181	67	0	5
		0.27%	0.00%	1.66%	97.67%	3.00%	0.00%	0.22%
LDGT2	745	3	0	10	730	11	0	3
		0.40%	0.00%	1.34%	97.99%	1.48%	0.00%	0.40%
Model Year Total:	7,562	19	0	114	7,388	174	1	20
		0.25%	0.00%	1.51%	97.70%	2.30%	0.01%	0.26%
2007								
LDGV	64	0	0	0	64	0	0	0
		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
LDGT1	17	0	0	0	17	1	0	0
		0.00%	0.00%	0.00%	100.00%	5.88%	0.00%	0.00%
LDGT2	20	0	0	0	20	0	0	0
		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%

Model Year Total:	101	0	0	0	101	1	0	0
		0.00%	0.00%	0.00%	100.00%	0.99%	0.00%	0.00%
2008								
LDGV	3	0	0	0	3	0	0	0
		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
Model Year Total:	3	0	0	0	3	0	0	0
		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
Summary by Vehicle Type								
LDGV:	266,223	15,725	92	15,635	232,732	15,301	2,240	13,949
		5.91%	0.03%	5.87%	87.42%	5.75%	0.84%	5.24%
LDGT1:	129,971	7,528	19	7,957	113,975	6,294	1,361	6,511
		5.79%	0.01%	6.12%	87.69%	4.84%	1.05%	5.01%
LDGT2:	51,626	2,490	5	2,104	232,732	2,123	697	1,942
		4.82%	0.01%	4.08%	450.80%	4.11%	1.35%	3.76%
Overall Total:	447,820	25,743	116	25,696	393,485	23,718	4,298	22,402
		5.75%	0.03%	5.74%	87.87%	5.30%	0.96%	5.00%

Note: This report includes OBD II tests conducted at enhanced test stations under EPA regulations that were phased in at the enhanced test stations in December 2002.

Version 2.0

Save Report

MISSOURI**Basic Area OBD II MIL vs. Codes
and Readiness Report**

06-Feb-2007 11:12:50

From: **01-Jan-2006** To: **31-Dec-2006**Stations: **1,2,3,4,5,6,7,8,9,10,11,12,15,16****Vehicle Type****LDGV** Light Duty Gas Vehicle**LDGT1** Light Duty Gas Truck less than 6,001 lbs**LDGT2** Light Duty Gas Truck between 6,001 and 8,500 lbs

Model Year	Vehicle Type	Total Pass/Fail OBD II Tests	MIL Commanded On Codes	No Codes	MIL NOT Commanded On Codes	No Codes	Ready Not Complete
1996							
	LDGV	1,618	373	1	162	1,082	0
			23.05%	0.06%	10.01%	66.87%	0.00%
	LDGT1	909	229	0	80	600	0
			25.19%	0.00%	8.80%	66.01%	0.00%
	LDGT2	620	117	0	81	422	0
			18.87%	0.00%	13.06%	68.06%	0.00%
	Total for 1996:	3,147	719	1	323	2,104	0
			22.85%	0.03%	10.26%	66.86%	0.00%
1997							
	LDGV	494	100	0	53	341	0
			20.24%	0.00%	10.73%	69.03%	0.00%
	LDGT1	258	41	0	22	195	0
			15.89%	0.00%	8.53%	75.58%	0.00%
	LDGT2	112	21	0	7	84	0
			18.75%	0.00%	6.25%	75.00%	0.00%
	Total for 1997:	864	162	0	82	620	0
			18.75%	0.00%	9.49%	71.76%	0.00%
1998							
	LDGV	1,913	269	0	129	1,515	0
			14.06%	0.00%	6.74%	79.19%	0.00%
	LDGT1	1,456	187	0	108	1,161	0
			12.84%	0.00%	7.42%	79.74%	0.00%
	LDGT2	651	70	0	49	532	0
			10.75%	0.00%	7.53%	81.72%	0.00%
	Total for 1998:	4,020	526	0	286	3,208	0
			13.08%	0.00%	7.11%	79.80%	0.00%

1999

1999						
LDGV	438	51	1	25	361	0
		11.64%	0.23%	5.71%	82.42%	0.00%
LDGT1	273	22	0	16	235	0
		8.06%	0.00%	5.86%	86.08%	0.00%
LDGT2	153	13	0	12	128	0
		8.50%	0.00%	7.84%	83.66%	0.00%
Total for 1999:	864	86	1	53	724	0
		9.95%	0.12%	6.13%	83.80%	0.00%
2000						
LDGV	2,225	131	1	101	1,992	0
		5.89%	0.04%	4.54%	89.53%	0.00%
LDGT1	1,627	120	1	94	1,412	0
		7.38%	0.06%	5.78%	86.79%	0.00%
LDGT2	818	40	0	39	739	0
		4.89%	0.00%	4.77%	90.34%	0.00%
Total for 2000:	4,670	291	2	234	4,143	0
		6.23%	0.04%	5.01%	88.72%	0.00%
2001						
LDGV	353	23	0	18	312	0
		6.52%	0.00%	5.10%	88.39%	0.00%
LDGT1	217	14	0	10	193	0
		6.45%	0.00%	4.61%	88.94%	0.00%
LDGT2	166	20	0	2	144	0
		12.05%	0.00%	1.20%	86.75%	0.00%
Total for 2001:	736	57	0	30	649	0
		7.74%	0.00%	4.08%	88.18%	0.00%
2002						
LDGV	1,825	61	0	56	1,708	0
		3.34%	0.00%	3.07%	93.59%	0.00%
LDGT1	1,663	77	1	68	1,517	0
		4.63%	0.06%	4.09%	91.22%	0.00%
LDGT2	893	42	0	13	838	0
		4.70%	0.00%	1.46%	93.84%	0.00%
Total for 2002:	4,381	180	1	137	4,063	0
		4.11%	0.02%	3.13%	92.74%	0.00%

2003							
	LDGV	310	4	0	6	300	0
			1.29%	0.00%	1.94%	96.77%	0.00%
	LDGT1	288	4	0	5	279	0
			1.39%	0.00%	1.74%	96.88%	0.00%
	LDGT2	201	3	0	3	195	0
			1.49%	0.00%	1.49%	97.01%	0.00%
	Total for 2003:	799	11	0	14	774	0
			1.38%	0.00%	1.75%	96.87%	0.00%
2004							
	LDGV	1,642	13	0	25	1,604	0
			0.79%	0.00%	1.52%	97.69%	0.00%
	LDGT1	1,206	8	0	12	1,186	0
			0.66%	0.00%	1.00%	98.34%	0.00%
	LDGT2	953	4	0	10	939	0
			0.42%	0.00%	1.05%	98.53%	0.00%
	Total for 2004:	3,801	25	0	47	3,729	0
			0.66%	0.00%	1.24%	98.11%	0.00%
2005							
	LDGV	297	1	0	1	295	0
			0.34%	0.00%	0.34%	99.33%	0.00%
	LDGT1	393	0	0	7	386	0
			0.00%	0.00%	1.78%	98.22%	0.00%
	LDGT2	84	0	0	0	84	0
			0.00%	0.00%	0.00%	100.00%	0.00%
	Total for 2005:	774	1	0	8	765	0
			0.13%	0.00%	1.03%	98.84%	0.00%
2006							
	LDGV	135	0	0	1	134	0
			0.00%	0.00%	0.74%	99.26%	0.00%
	LDGT1	103	0	0	1	102	0
			0.00%	0.00%	0.97%	99.03%	0.00%
	LDGT2	33	0	0	0	33	0
			0.00%	0.00%	0.00%	100.00%	0.00%
	Total for 2006:	271	0	0	2	269	0
			0.00%	0.00%	0.74%	99.26%	0.00%

2007

LDGV	3	0	0	0	3	0
		0.00%	0.00%	0.00%	100.00%	0.00%
Total for 2007:	3	0	0	0	3	0
		0.00%	0.00%	0.00%	100.00%	0.00%

Summary by Vehicle Type

Model Year	Vehicle Type	Total Pass/Fail OBD II Tests	MIL Commanded On		MIL NOT Commanded On		Ready Not Complete
			Codes	No Codes	Codes	No Codes	
	LDGV:	11,253	1,026	3	577	9,647	0
			9.12%	0.03%	5.13%	85.73%	0.00%
	LDGT1:	8,393	702	2	423	7,266	0
			8.36%	0.02%	5.04%	86.57%	0.00%
	LDGT2:	4,684	330	0	216	4,138	0
			7.05%	0.00%	4.61%	88.34%	0.00%
	Overall Total:	24,330	2,058	5	1,216	21,051	0
			8.46%	0.02%	5.00%	86.52%	0.00%

Note: This report includes OBD II tests conducted at basic and enhanced test stations under EPA regulations that are no longer in effect at the enhanced test stations.

Version 2.0

Attachment 9

MISSOURI**Initial Pass/Fail Test Results****by Model Year and Vehicle Type Report**

06-Feb-2007 10:23:44

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16,29,97,98

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lbs

OTHER* May contain vehicles such as RSDs or Waivers where a type is not designated

Model Year	Vehicle Type	Passed Tests		Failed Tests		Reject Results		Other Results		Total Tested
		Count	%	Count	%	Count	%	Count	%	
1980										
	OTHER:	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	Model Year Total:	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
1981										
	LDGV:	47	50.54%	36	38.71%	0	0.00%	10	10.75%	93
	LDGT1:	28	47.46%	20	33.90%	0	0.00%	11	18.64%	59
	LDGT2:	7	41.18%	7	41.18%	0	0.00%	3	17.65%	17
	Model Year Total:	82	48.52%	63	37.28%	0	0.00%	24	14.20%	169
1982										
	LDGV:	341	57.89%	207	35.14%	0	0.00%	41	6.96%	589
	LDGT1:	234	69.03%	73	21.53%	0	0.00%	32	9.44%	339
	LDGT2:	77	69.37%	26	23.42%	0	0.00%	8	7.21%	111
	Model Year Total:	652	62.75%	306	29.45%	0	0.00%	81	7.80%	1,039
1983										
	LDGV:	124	47.88%	119	45.95%	0	0.00%	16	6.18%	259
	LDGT1:	79	72.48%	22	20.18%	0	0.00%	8	7.34%	109
	LDGT2:	32	62.75%	15	29.41%	0	0.00%	4	7.84%	51
	OTHER:	0	0.00%	0	0.00%	0	0.00%	1	100.00%	1
	Model Year Total:	235	55.95%	156	37.14%	0	0.00%	29	6.90%	420
1984										
	LDGV:	1,259	64.17%	604	30.78%	0	0.00%	99	5.05%	1,962
	LDGT1:	456	60.00%	227	29.87%	0	0.00%	77	10.13%	760
	LDGT2:	207	55.95%	136	36.76%	0	0.00%	27	7.30%	370
	OTHER:	0	0.00%	0	0.00%	0	0.00%	7	100.00%	7
	Model Year Total:	1,922	62.02%	967	31.20%	0	0.00%	210	6.78%	3,099
1985										
	LDGV:	450	50.44%	270	30.00%	0	0.00%	50	5.56%	770

LDGV:	450	58.44%	270	35.00%	0	0.00%	50	6.49%	770
LDGT1:	172	51.34%	123	36.72%	0	0.00%	40	11.94%	335
LDGT2:	97	55.43%	50	28.57%	0	0.00%	28	16.00%	175
OTHER:	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
Model Year Total:	719	56.08%	443	34.56%	0	0.00%	120	9.36%	1,282
1986									
LDGV:	2,628	71.37%	907	24.63%	0	0.00%	147	3.99%	3,682
LDGT1:	1,131	70.03%	353	21.86%	0	0.00%	131	8.11%	1,615
LDGT2:	501	66.89%	202	26.97%	0	0.00%	46	6.14%	749
OTHER:	0	0.00%	0	0.00%	0	0.00%	5	100.00%	5
Model Year Total:	4,260	70.40%	1,462	24.16%	0	0.00%	329	5.44%	6,051
1987									
LDGV:	891	63.92%	429	30.77%	0	0.00%	74	5.31%	1,394
LDGT1:	430	69.35%	133	21.45%	0	0.00%	57	9.19%	620
LDGT2:	169	72.53%	47	20.17%	0	0.00%	17	7.30%	233
OTHER:	0	0.00%	0	0.00%	0	0.00%	3	100.00%	3
Model Year Total:	1,490	66.22%	609	27.07%	0	0.00%	151	6.71%	2,250
1988									
LDGV:	5,099	76.56%	1,307	19.62%	0	0.00%	254	3.81%	6,660
LDGT1:	2,486	79.58%	476	15.24%	0	0.00%	162	5.19%	3,124
LDGT2:	906	78.51%	201	17.42%	0	0.00%	47	4.07%	1,154
OTHER:	0	0.00%	0	0.00%	0	0.00%	8	100.00%	8
Model Year Total:	8,491	77.57%	1,984	18.13%	0	0.00%	471	4.30%	10,946
1989									
LDGV:	2,004	71.85%	651	23.34%	0	0.00%	134	4.80%	2,789
LDGT1:	708	73.07%	198	20.43%	0	0.00%	63	6.50%	969
LDGT2:	291	74.62%	77	19.74%	0	0.00%	22	5.64%	390
OTHER:	0	0.00%	0	0.00%	0	0.00%	2	100.00%	2
Model Year Total:	3,003	72.36%	926	22.31%	0	0.00%	221	5.33%	4,150
1990									
LDGV:	9,176	81.14%	1,833	16.21%	0	0.00%	300	2.65%	11,309
LDGT1:	3,134	83.02%	510	13.51%	0	0.00%	131	3.47%	3,775
LDGT2:	1,397	84.72%	191	11.58%	0	0.00%	61	3.70%	1,649
OTHER:	0	0.00%	0	0.00%	0	0.00%	5	100.00%	5
Model Year Total:	13,707	81.89%	2,534	15.14%	0	0.00%	497	2.97%	16,738
1991									
LDGV:	3,317	76.01%	866	19.84%	0	0.00%	181	4.15%	4,364

	LDGT1:	1,248	79.49%	218	13.89%	0	0.00%	104	6.62%	1,570
	LDGT2:	309	77.44%	72	18.05%	0	0.00%	18	4.51%	399
	OTHER:	0	0.00%	0	0.00%	0	0.00%	15	100.00%	15
	Model Year Total:	4,874	76.78%	1,156	18.21%	0	0.00%	318	5.01%	6,348
1992										
	LDGV:	14,802	83.08%	2,547	14.30%	0	0.00%	467	2.62%	17,816
	LDGT1:	5,395	85.23%	720	11.37%	0	0.00%	215	3.40%	6,330
	LDGT2:	2,387	84.11%	368	12.97%	0	0.00%	83	2.92%	2,838
	OTHER:	0	0.00%	0	0.00%	0	0.00%	20	100.00%	20
	Model Year Total:	22,584	83.63%	3,635	13.46%	0	0.00%	785	2.91%	27,004
1993										
	LDGV:	5,221	81.41%	982	15.31%	0	0.00%	210	3.27%	6,413
	LDGT1:	1,880	85.53%	225	10.24%	0	0.00%	93	4.23%	2,198
	LDGT2:	562	81.10%	95	13.71%	0	0.00%	36	5.19%	693
	OTHER:	0	0.00%	0	0.00%	0	0.00%	15	100.00%	15
	Model Year Total:	7,663	82.23%	1,302	13.97%	0	0.00%	354	3.80%	9,319
1994										
	LDGV:	22,237	88.80%	2,254	9.00%	0	0.00%	551	2.20%	25,042
	LDGT1:	9,301	89.54%	843	8.12%	0	0.00%	243	2.34%	10,387
	LDGT2:	4,587	89.66%	448	8.76%	0	0.00%	81	1.58%	5,116
	OTHER:	0	0.00%	0	0.00%	0	0.00%	12	100.00%	12
	Model Year Total:	36,125	89.07%	3,545	8.74%	0	0.00%	887	2.19%	40,557
1995										
	LDGV:	8,356	87.17%	961	10.03%	0	0.00%	269	2.81%	9,586
	LDGT1:	2,318	87.08%	257	9.65%	0	0.00%	87	3.27%	2,662
	LDGT2:	1,113	85.16%	153	11.71%	0	0.00%	41	3.14%	1,307
	OTHER:	0	0.00%	0	0.00%	0	0.00%	29	100.00%	29
	Model Year Total:	11,787	86.77%	1,371	10.09%	0	0.00%	426	3.14%	13,584
1996										
	LDGV:	25,355	78.96%	5,065	15.77%	1481	4.61%	211	0.66%	32,112
	LDGT1:	9,305	77.26%	2,198	18.25%	462	3.84%	78	0.65%	12,043
	LDGT2:	4,347	80.53%	900	16.67%	111	2.06%	40	0.74%	5,398
	OTHER:	0	0.00%	0	0.00%	0	0.00%	25	100.00%	25
	Model Year Total:	39,007	78.68%	8,163	16.46%	2,054	4.14%	354	0.71%	49,578
1997										
	LDGV:	7,387	79.46%	1,349	14.51%	452	4.86%	109	1.17%	9,297

LDGT1:	2,963	79.48%	553	14.83%	176	4.72%	36	0.97%	3,728
LDGT2:	905	80.30%	171	15.17%	35	3.11%	16	1.42%	1,127
OTHER:	0	0.00%	0	0.00%	0	0.00%	30	100.00%	30
Model Year Total:	11,255	79.36%	2,073	14.62%	663	4.67%	191	1.35%	14,182
1998									
LDGV:	33,325	87.76%	3,478	9.16%	989	2.60%	180	0.47%	37,972
LDGT1:	17,286	86.79%	2,033	10.21%	502	2.52%	95	0.48%	19,916
LDGT2:	5,643	88.25%	581	9.09%	142	2.22%	28	0.44%	6,394
OTHER:	0	0.00%	1	4.35%	0	0.00%	22	95.65%	23
Model Year Total:	56,254	87.48%	6,093	9.48%	1,633	2.54%	325	0.51%	64,305
1999									
LDGV:	8,446	86.64%	893	9.16%	327	3.35%	82	0.84%	9,748
LDGT1:	3,814	88.43%	357	8.28%	122	2.83%	20	0.46%	4,313
LDGT2:	1,745	89.21%	137	7.00%	50	2.56%	24	1.23%	1,956
OTHER:	0	0.00%	0	0.00%	0	0.00%	32	100.00%	32
Model Year Total:	14,005	87.26%	1,387	8.64%	499	3.11%	158	0.98%	16,049
2000									
LDGV:	40,339	91.38%	2,941	6.66%	650	1.47%	216	0.49%	44,146
LDGT1:	19,758	91.64%	1,439	6.67%	267	1.24%	96	0.45%	21,560
LDGT2:	7,334	93.36%	420	5.35%	75	0.95%	27	0.34%	7,856
OTHER:	0	0.00%	0	0.00%	0	0.00%	30	100.00%	30
Model Year Total:	67,431	91.63%	4,800	6.52%	992	1.35%	369	0.50%	73,592
2001									
LDGV:	8,550	88.00%	627	6.45%	454	4.67%	85	0.87%	9,716
LDGT1:	3,888	85.08%	387	8.47%	237	5.19%	58	1.27%	4,570
LDGT2:	1,665	86.85%	154	8.03%	70	3.65%	28	1.46%	1,917
OTHER:	0	0.00%	0	0.00%	0	0.00%	54	100.00%	54
Model Year Total:	14,103	86.75%	1,168	7.18%	761	4.68%	225	1.38%	16,257
2002									
LDGV:	39,762	94.45%	1,336	3.17%	767	1.82%	235	0.56%	42,100
LDGT1:	23,370	93.54%	1,061	4.25%	431	1.73%	122	0.49%	24,984
LDGT2:	8,688	91.88%	557	5.89%	159	1.68%	52	0.55%	9,456
OTHER:	0	0.00%	0	0.00%	0	0.00%	44	100.00%	44
Model Year Total:	71,820	93.78%	2,954	3.86%	1,357	1.77%	453	0.59%	76,584
2003									
LDGV:	10,095	94.21%	237	2.21%	261	2.44%	122	1.14%	10,715
LDGT1:	5,165	95.21%	126	2.32%	88	1.62%	46	0.85%	5,425

Type	Count	%	Count	%	Count	%	Count	%	Tested
LDGV:	301,667	87.98%	30,854	9.00%	5,944	1.73%	4,403	1.28%	342,868
LDGT1:	142,584	89.01%	12,944	8.08%	2,519	1.57%	2,137	1.33%	160,184
LDGT2:	60,164	89.70%	5,248	7.82%	821	1.22%	836	1.25%	67,069
OTHER:	0	0.00%	1	0.20%	0	0.00%	494	99.80%	495
Overall Total:	504,415	88.40%	49,047	8.60%	9,284	1.63%	7,870	1.38%	570,616

* Counts in this category may include Vehicle Test Records (VTR) with the result of A = Abort, R = Reissue, V = Voids and/or W = Waivers.

Version 1.3

MISSOURI**Initial Failure Rate****by Model Year and Vehicle Type Summary Report**

06-Feb-2007 14:47:48

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16

Vehicle Type

LDGV Light Duty Gas Vehicle

LDGT1 Light Duty Gas Truck less than 6,001 lbs

LDGT2 Light Duty Gas Truck between 6,001 and 8,500 lb

Model Year	Vehicle Type	Total Tests	Failed Tests	Failure Rate
1981				
	LDGV	83	36	43.37%
	LDGT1	48	20	41.67%
	LDGT2	14	7	50.00%
	Model Year Total:	145	63	43.45%
1982				
	LDGV	548	207	37.77%
	LDGT1	307	73	23.78%
	LDGT2	103	26	25.24%
	Model Year Total:	958	306	31.94%
1983				
	LDGV	243	119	48.97%
	LDGT1	101	22	21.78%
	LDGT2	47	15	31.91%
	Model Year Total:	391	156	39.90%
1984				
	LDGV	1,863	604	32.42%
	LDGT1	683	227	33.24%
	LDGT2	343	136	39.65%
	Model Year Total:	2,889	967	33.47%
1985				
	LDGV	720	270	37.50%
	LDGT1	295	123	41.69%
	LDGT2	147	50	34.01%
	Model Year Total:	1,162	443	38.12%
1986				
	LDGV	3,535	907	25.66%
	LDGT1	1,484	353	23.79%
	LDGT2	703	202	28.73%
	Model Year Total:	5,722	1,462	25.55%
1987				
	LDGV	1,320	429	32.50%
	LDGT1	563	133	23.62%
	LDGT2	216	47	21.76%
	Model Year Total:	2,099	609	29.01%
1988				
	LDGV	6,406	1,307	20.40%
	LDGT1	2,962	476	16.07%
	LDGT2	1,107	201	18.16%
	Model Year Total:	10,475	1,984	18.94%

1989				
LDGV	2,655	651	24.52%	
LDGT1	906	198	21.85%	
LDGT2	368	77	20.92%	
Model Year Total:	3,929	926	23.57%	
1990				
LDGV	11,009	1,833	16.65%	
LDGT1	3,644	510	14.00%	
LDGT2	1,588	191	12.03%	
Model Year Total:	16,241	2,534	15.60%	
1991				
LDGV	4,183	866	20.70%	
LDGT1	1,466	218	14.87%	
LDGT2	381	72	18.90%	
Model Year Total:	6,030	1,156	19.17%	
1992				
LDGV	17,349	2,547	14.68%	
LDGT1	6,115	720	11.77%	
LDGT2	2,755	368	13.36%	
Model Year Total:	26,219	3,635	13.86%	
1993				
LDGV	6,203	982	15.83%	
LDGT1	2,105	225	10.69%	
LDGT2	657	95	14.46%	
Model Year Total:	8,965	1,302	14.52%	
1994				
LDGV	24,491	2,254	9.20%	
LDGT1	10,144	843	8.31%	
LDGT2	5,035	448	8.90%	
Model Year Total:	39,670	3,545	8.94%	
1995				
LDGV	9,317	961	10.31%	
LDGT1	2,575	257	9.98%	
LDGT2	1,266	153	12.09%	
Model Year Total:	13,158	1,371	10.42%	
1996				
LDGV	31,901	5,065	15.88%	
LDGT1	11,965	2,198	18.37%	
LDGT2	5,358	900	16.80%	
Model Year Total:	49,224	8,163	16.58%	
1997				
LDGV	9,188	1,349	14.68%	
LDGT1	3,692	553	14.98%	
LDGT2	1,111	171	15.39%	
Model Year Total:	13,991	2,073	14.82%	
1998				
LDGV	37,792	3,478	9.20%	
LDGT1	19,821	2,033	10.26%	
LDGT2	6,366	581	9.13%	

Model Year Total:	63,979	6,092	9.52%
1999			
LDGV	9,666	893	9.24%
LDGT1	4,293	357	8.32%
LDGT2	1,932	137	7.09%
Model Year Total:	15,891	1,387	8.73%
2000			
LDGV	43,930	2,941	6.69%
LDGT1	21,464	1,439	6.70%
LDGT2	7,829	420	5.36%
Model Year Total:	73,223	4,800	6.56%
2001			
LDGV	9,631	627	6.51%
LDGT1	4,512	387	8.58%
LDGT2	1,889	154	8.15%
Model Year Total:	16,032	1,168	7.29%
2002			
LDGV	41,865	1,336	3.19%
LDGT1	24,862	1,061	4.27%
LDGT2	9,404	557	5.92%
Model Year Total:	76,131	2,954	3.88%
2003			
LDGV	10,593	237	2.24%
LDGT1	5,379	126	2.34%
LDGT2	2,981	60	2.01%
Model Year Total:	18,953	423	2.23%
2004			
LDGV	36,758	693	1.89%
LDGT1	21,217	301	1.42%
LDGT2	12,009	156	1.30%
Model Year Total:	69,984	1,150	1.64%
2005			
LDGV	12,555	214	1.70%
LDGT1	5,168	66	1.28%
LDGT2	1,839	17	0.92%
Model Year Total:	19,562	297	1.52%
2006			
LDGV	4,591	48	1.05%
LDGT1	2,259	25	1.11%
LDGT2	765	7	0.92%
Model Year Total:	7,615	80	1.05%
2007			
LDGV	67	0	0.00%
LDGT1	16	0	0.00%
LDGT2	20	0	0.00%
Model Year Total:	103	0	0.00%
2008			
LDGV	3	0	0.00%
LDGT1	1	0	0.00%

Model Year Total:	4	0	0.00%
Summary by Vehicle Type			
LDGV:	338,465	30,854	9.12%
LDGT1:	158,047	12,944	8.19%
LDGT2:	66,233	5,248	7.92%
Overall Total:	562,745	49,046	8.72%

Version 1.2

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MISSOURI**Initial Inspection Test Results by Station Report**

05-Feb-2007 12:58:58

From: 01-Jan-2006 To: 31-Dec-2006

Stations: 1,2,3,4,5,6,7,8,9,10,11,12,15,16,29,97,98

Station	*Total Tests	*Overall Test Results		**OBD II		Emissions		Gas Cap		Visuals	
		Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail	Pass	Fail
1	35,559	32,720	2,839	26,023	0	7,192	876	35,545	557	851	25
		92.02%	7.98%	73.18%	0.00%	20.23%	2.46%	99.96%	1.57%	2.39%	0.07%
2	55,607	51,459	4,148	41,728	0	10,546	1,337	55,757	915	1,307	30
		92.54%	7.46%	75.04%	0.00%	18.97%	2.40%	100.27%	1.65%	2.35%	0.05%
3	66,048	58,361	7,687	44,992	0	14,754	2,692	65,637	1,606	2,623	69
		88.36%	11.64%	68.12%	0.00%	22.34%	4.08%	99.38%	2.43%	3.97%	0.10%
4	26,660	25,315	1,345	22,271	0	3,352	251	26,697	334	243	8
		94.95%	5.05%	83.54%	0.00%	12.57%	0.94%	100.14%	1.25%	0.91%	0.03%
5	68,927	62,795	6,132	49,493	0	14,488	2,098	68,828	1,356	2,064	34
		91.10%	8.90%	71.80%	0.00%	21.02%	3.04%	99.86%	1.97%	2.99%	0.05%
6	26,012	21,527	4,485	12,942	0	8,947	2,049	26,093	480	1,965	84
		82.76%	17.24%	49.75%	0.00%	34.40%	7.88%	100.31%	1.85%	7.55%	0.32%
7	55,152	51,772	3,380	43,995	0	8,577	844	55,155	875	826	18
		93.87%	6.13%	79.77%	0.00%	15.55%	1.53%	100.01%	1.59%	1.50%	0.03%
8	72,553	64,399	8,154	46,744	0	19,134	3,005	72,200	1,730	2,955	50
		88.76%	11.24%	64.43%	0.00%	26.37%	4.14%	99.51%	2.38%	4.07%	0.07%
9	77,546	71,102	6,444	55,102	0	17,338	2,189	77,178	1,508	2,120	69
		91.69%	8.31%	71.06%	0.00%	22.36%	2.82%	99.53%	1.94%	2.73%	0.09%
10	29,991	27,492	2,499	20,714	0	7,157	1,010	30,335	439	969	41
		91.67%	8.33%	69.07%	0.00%	23.86%	3.37%	101.15%	1.46%	3.23%	0.14%
11	17,437	16,723	714	0	0	17,131	306	17,015	422	283	23
		95.91%	4.09%	0.00%	0.00%	98.25%	1.75%	97.58%	2.42%	1.62%	0.13%
12	6,928	6,575	353	0	0	6,737	191	6,762	166	181	10
		94.90%	5.10%	0.00%	0.00%	97.24%	2.76%	97.60%	2.40%	2.61%	0.14%
15	3,786	3,643	143	0	0	3,707	79	3,719	67	74	5
		96.22%	3.78%	0.00%	0.00%	97.91%	2.09%	98.23%	1.77%	1.95%	0.13%

16	7,096	6,723	373	0	0	6,892	204	6,917	179	185	19
		94.74%	5.26%	0.00%	0.00%	97.13%	2.87%	97.48%	2.52%	2.61%	0.27%
29	0	0	0	1	0	0	0	0	0	0	0
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Overall Total:	549,302	500,606	48,696	364,005	0	145,952	17,131	547,838	10,634	16,646	485
		91.13%	8.87%	66.27%	0.00%	26.57%	3.12%	99.73%	1.94%	3.03%	0.09%

*Includes only Pass/Fail results.

**Counts for OBD II testing include enhanced area test results that are valid for determining overall Pass/Fail. Basic area OBD II advisory results are no longer included.

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